



THE HEMLOCK

8704 Greenwood Ave. N.
Seattle, WA 98103

DRB Recommendation Meeting
December 16, 2019
SDCI # 3033219

WH GREENWOOD, LLC

GGLO DESIGN

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PROJECT PROPOSAL

VISION

The redevelopment at 8704 Greenwood Avenue North proposes replacing a single-use grocery building and exposed parking deck with a vibrant mixed-use apartment community that befits Greenwood.

The proposal will offer a continuation of the "miracle mile" of retail along Greenwood Ave N and relate to the much-celebrated retail heart of Greenwood. Current plans are to provide for pedestrian-oriented retail at the western edge of the site with improved access to the community, a better street frontage with increased transparency, and a ground-level facade that incorporates characteristics of successful existing storefronts in the neighborhood.

The redevelopment proposes quality housing above the retail, taking advantage of the walkable location and great transit access this site affords. Increased vibrancy will provide better safety and security in the area and will contribute to the vitality of adjacent local businesses.

We look forward to continued collaboration with the City and the Greenwood community to establish this project as an active hub for this community for years to come.

DEVELOPMENT OBJECTIVES

RESIDENTIAL UNITS
Approximately 293 Units

SMALL GROCER
Approximately 12,000 SF

PARKING
Approximately 230 parking stalls
2 levels, partially below grade

OTHER
Interior and exterior amenity spaces, leasing offices, residential storage, mechanical

TEAM

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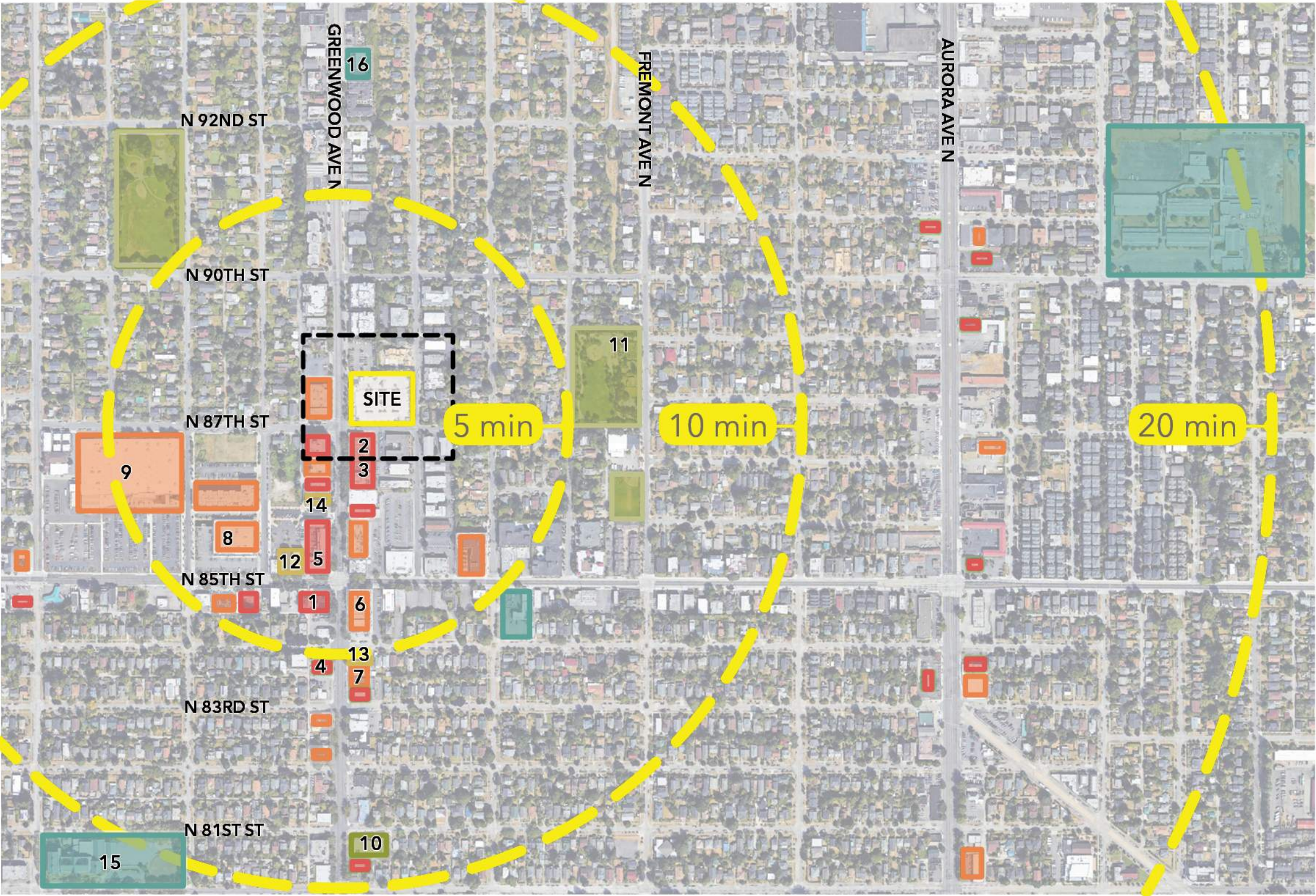
CONTEXT SUMMARY

AXONOMETRIC



CONTEXT SUMMARY

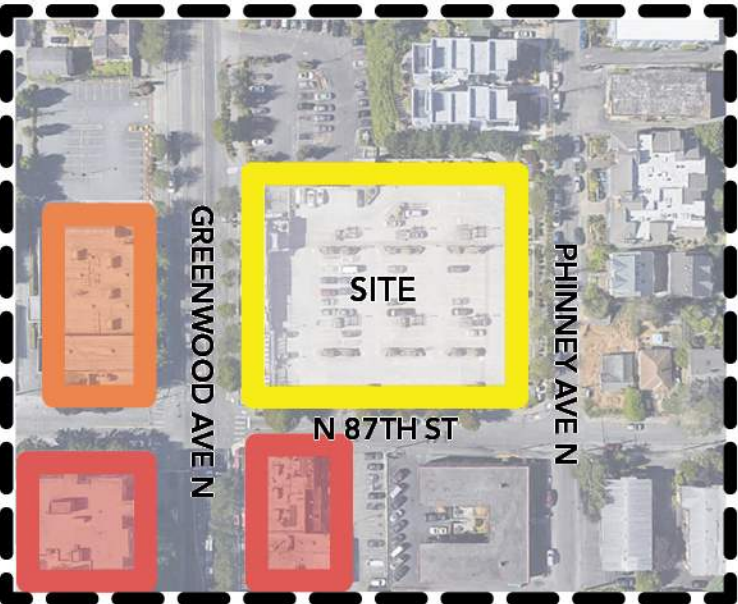
PEDESTRIAN NETWORK + LIVABILITY



- Site
- Pedestrian Walking Circles
- Restaurants / Bars
- Retail / Grocery
- Civic / Arts / Parks
- Arts
- Schools / Child Learning / Child Care

Walk Score: **94**
Transit Score: **55**
Bike Score: **75**

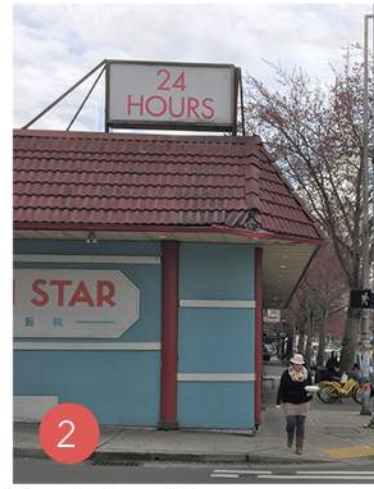
Adjacent Street-Level Uses
(un-highlighted buildings indicate Residential uses)



BAR / RESTAURANT



1
FlintCreek Cattle Co.



2
North Star Diner



3
Flying Bike Brewery



4
The Yard Cafe



5
Lodge Sports Bar and Grill

RETAIL / GROCERY



6
Greenwood Space Travel Supply



7
Seattle ReCreative



8
Bartell Drug



9
Fred Meyer

CIVIC / PARKS



10
Greenwood Public Library



11
Greenwood Station Garden

ARTS



12
Taproot Theater



13
The Pocket Theater



14
The Greenwood Collective

SCHOOLS



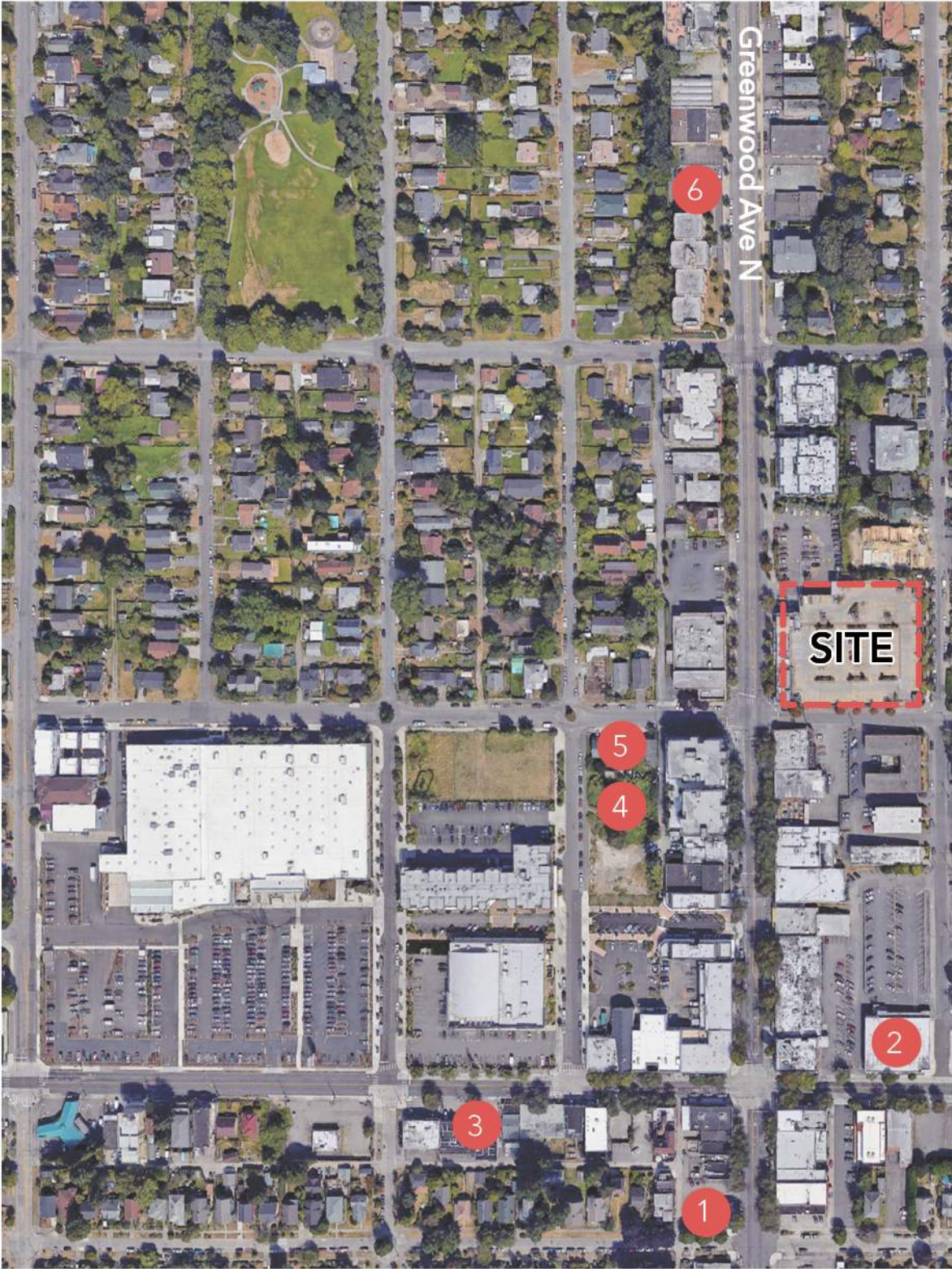
15
Greenwood Elementary School



16
Seattle Amistad School

CONTEXT SUMMARY

PROPOSED MULTIFAMILY



1 8403 Greenwood Ave N - Slattery Properties- 70 units



2 320 N 85th Street - Shea Properties - 224 units



3 119 N 85th Street - Noren 85th



4 8616 Palatine Ave N - Greenwood Phase III LLC - 141 units proposed



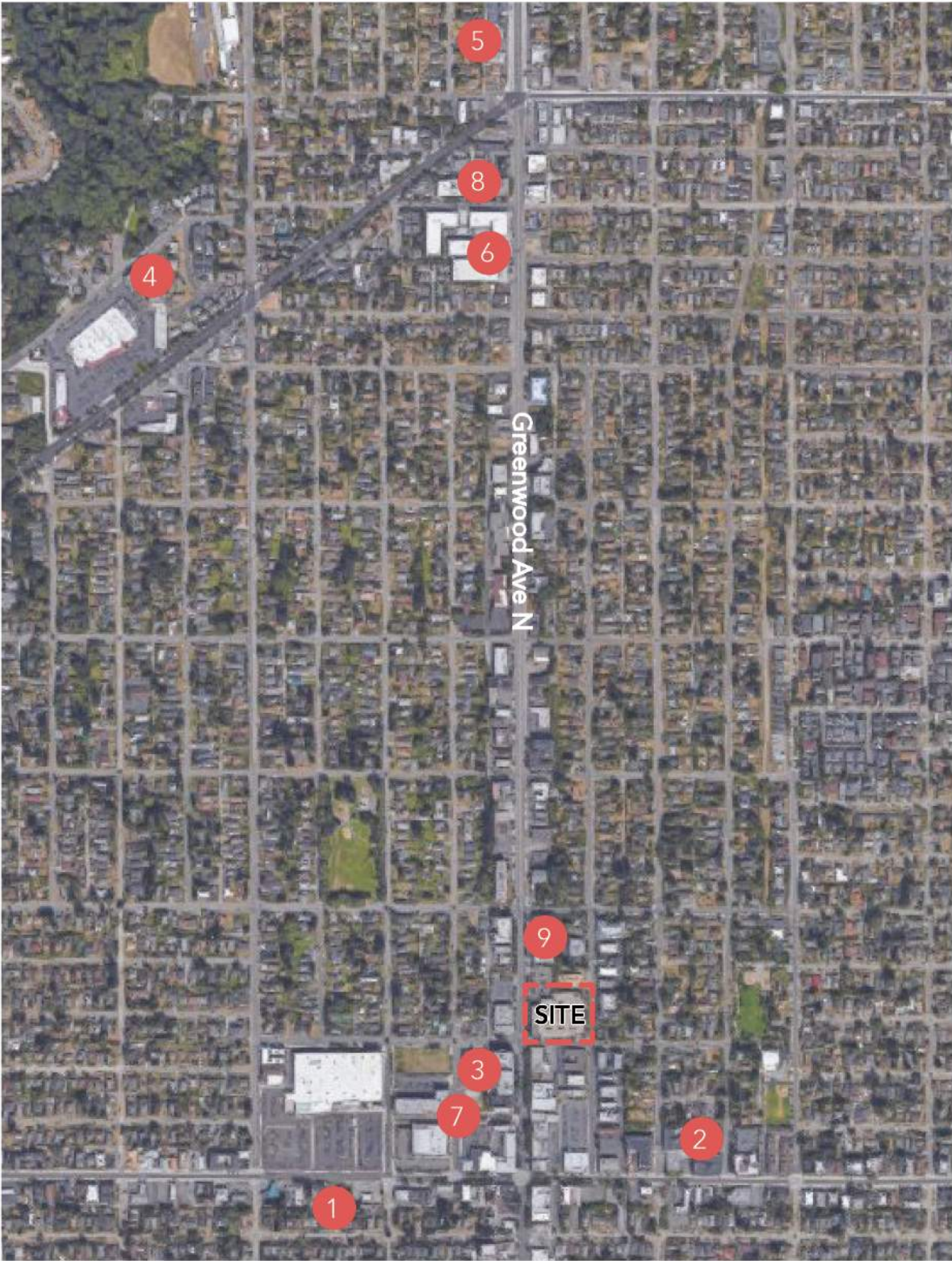
5 209 N 87th Street - Ashworth Homes



6 9039 Greenwood Ave N - Pastakia/ RUSH - 84 units proposed

CONTEXT SUMMARY

EXISTING MULTIFAMILY



1 Janus - 101 NW 85th Street
105 units



2 Guinevere - 522 N 85th Street
139 units



3 Towers on Greenwood - 8551
Greenwood Ave N - 70 units



4 Carkeek Park Place- 431 NW
100th Pl - 80 units



5 Northpark Village Apartments
10535- Greenwood Ave - 62 units



6 Leilani on Greenwood- 10215
Greenwood Ave N- 328 units



7 Sedges on Piper Village - 8623
Palatine Ave N -



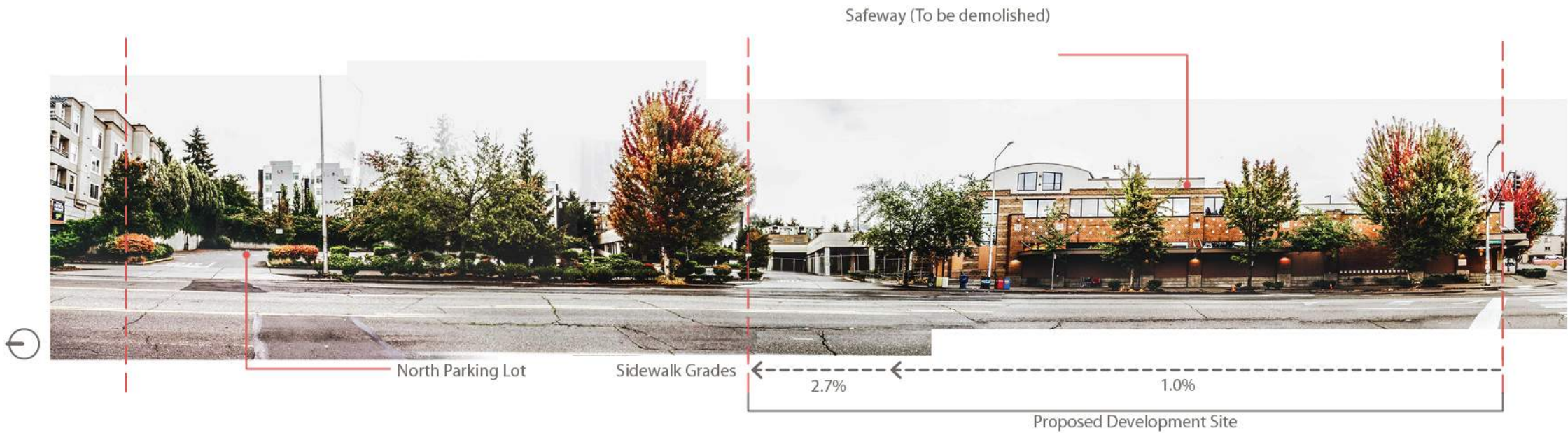
8 Jefferson Court- 10215
Greenwood Ave N- 328 units



9 The Westview at Greenwood
Condos

STREET VIEWS OF PROJECT SITE

View along
Greenwood Ave.
Facing East



View along N. 87th
St. Facing North

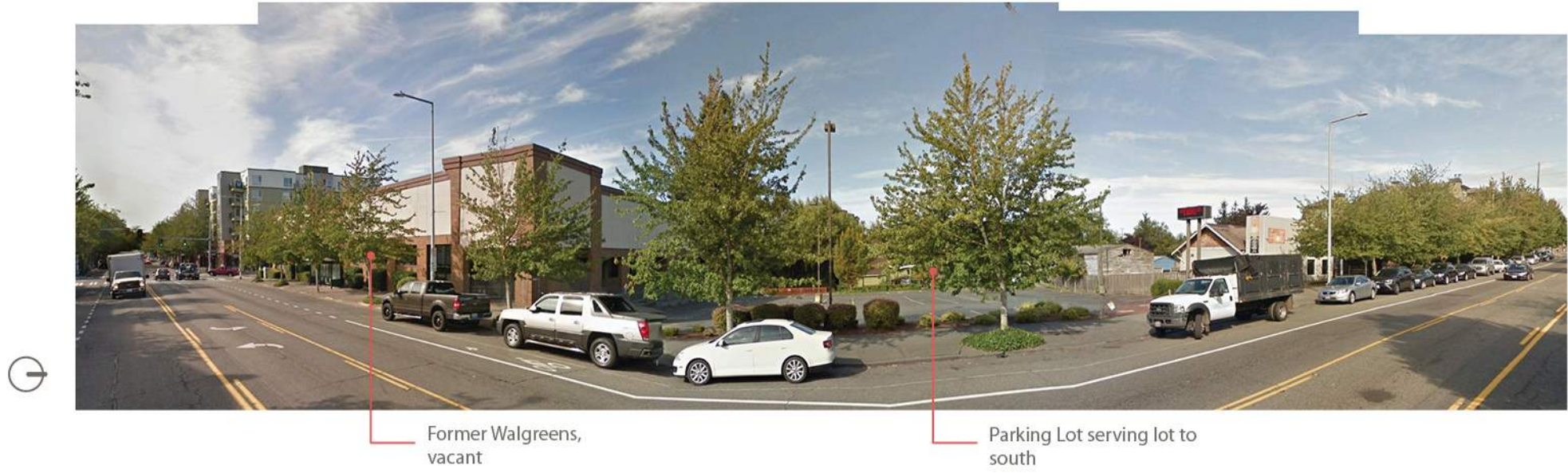


View along
Phinney Ave N.
Facing West

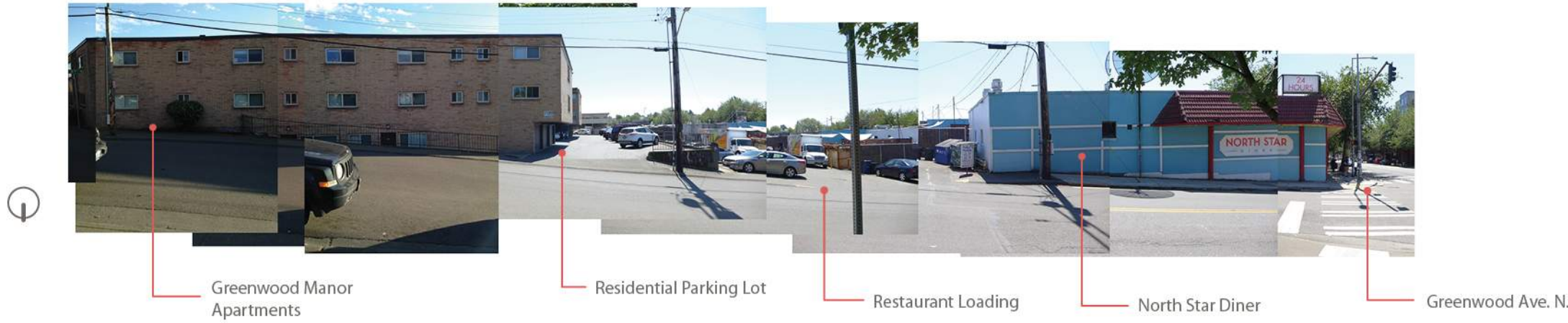


STREET VIEWS OPPOSITE THE PROJECT SITE

View along
Greenwood Ave.
Facing West



View along N. 87th
St. Facing South

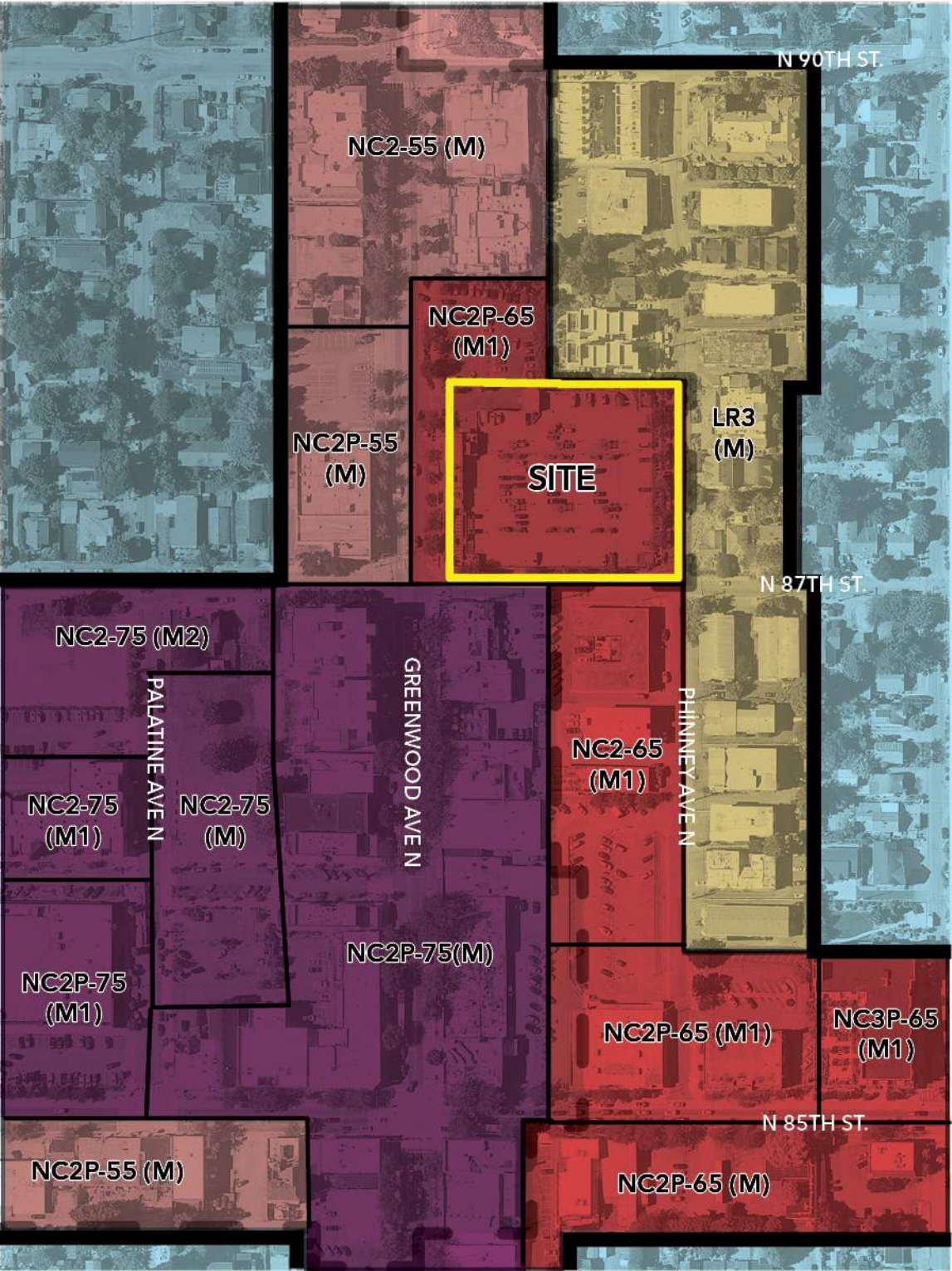



View along
Phinney Ave N.
Facing East



ZONING MAP

NC2P-65(M1)



-  Site
-  Low Rise Zone
-  Neighborhood/ Commercial Zone
-  Neighborhood/ Commercial Zone - 65' height limit
-  Neighborhood/ Commercial Zone - 75' height limit
-  Single Family Zone
-  Commercial Zone
-  Peat Settlement Zone
-  Urban Village Boundary

* Entire Site within **Piper's Creek Watershed**

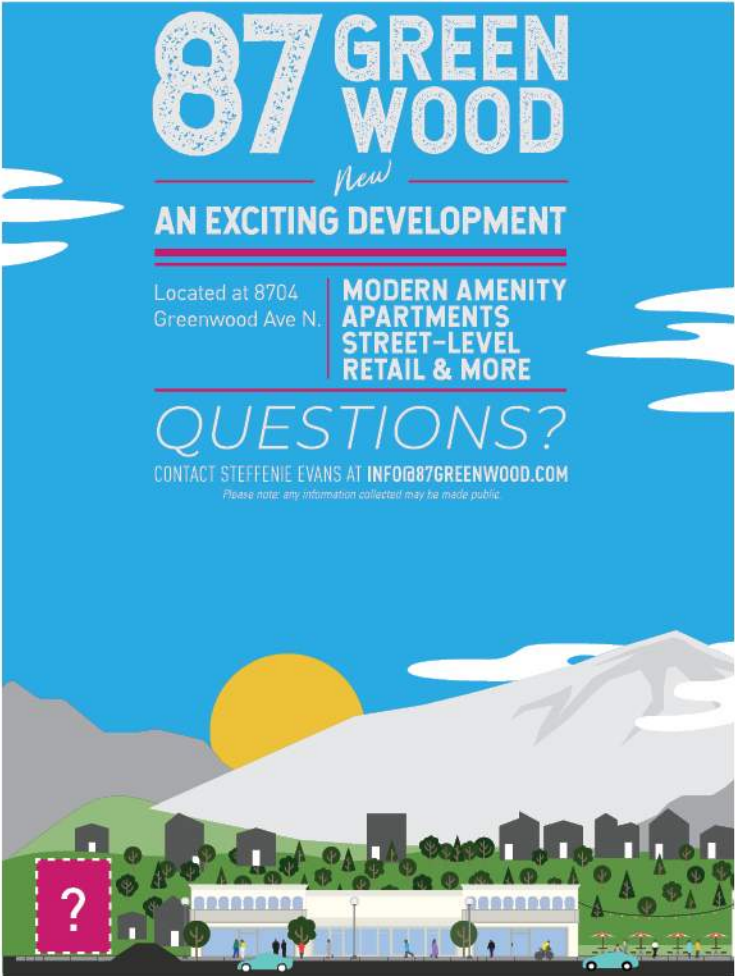


EDG RECAP

COMMUNITY FEEDBACK



FlintCreek Facade Analysis by Design Team



Community Outreach Poster

COMMUNITY OUTREACH

Online survey received 499 total responses. 99% of respondents live in the immediate area.

Q: What is your favorite building in Greenwood?

89 respondents mentioned the **FlintCreek building**.

Q: What is most important to you about a new building on this property?

255 respondents indicated **"New Services"** as the most important thing.

Q: What type of services would you like to see?

209 respondents indicated **"grocery."**

Q: What type of business is missing from Greenwood?

171 respondents indicated **"Grocery - Trader Joe's, market, PCC."**

Q: What is most important for designing the public areas?

281 respondents indicated **"Good for pedestrians"** as most important.

Q: What concerns do you have about the project?

The majority of respondents indicated their concern that it will make **"driving and parking more difficult."** (268)

Q: What is your favorite building in Greenwood?

"FlintCreek Cattle Co. I love how they took an old beautiful building and renovated into a incredible open gathering space."

"The block with Greenwood Space Travel Supply , unique businesses and **older architecture**."

"Any building that houses businesses that **create community**."

"The **vintage brick** ones with charm."

Additional Comments:

"It would be nice to combine grab-and-go meals with more of a **Trader Joe's or a similar format grocery store** ... Any option should be family-friendly, as there is no shortage of bars nearby."

"Groundwater concerns will be on the mind of anyone who went through the safeway redevelopment years ago."

" It's important that this new project provide **ample parking**."

"Greenwood Market returns (Town & Country Markets) or Trader Joe's."

EDG 1 PUBLIC COMMENT

"N. 87th St. is already very congested, this new development will make it worse." (multiple comments)

"Would like to see the **street trees retained**."

Written Comments:

"Requested that a mid-size grocery store be the retail tenant."

EDG 2 PUBLIC COMMENT

"Supported curb cut departure to allow a grocery store tenant."

"Requested that trash not be staged on Phinney Ave. N."

"Concerned regarding two curb cuts on **87th and the additional congestion** caused on a street that is already not big enough."

"Supported the provision of a **grocery store** on this site."

Written Comments:

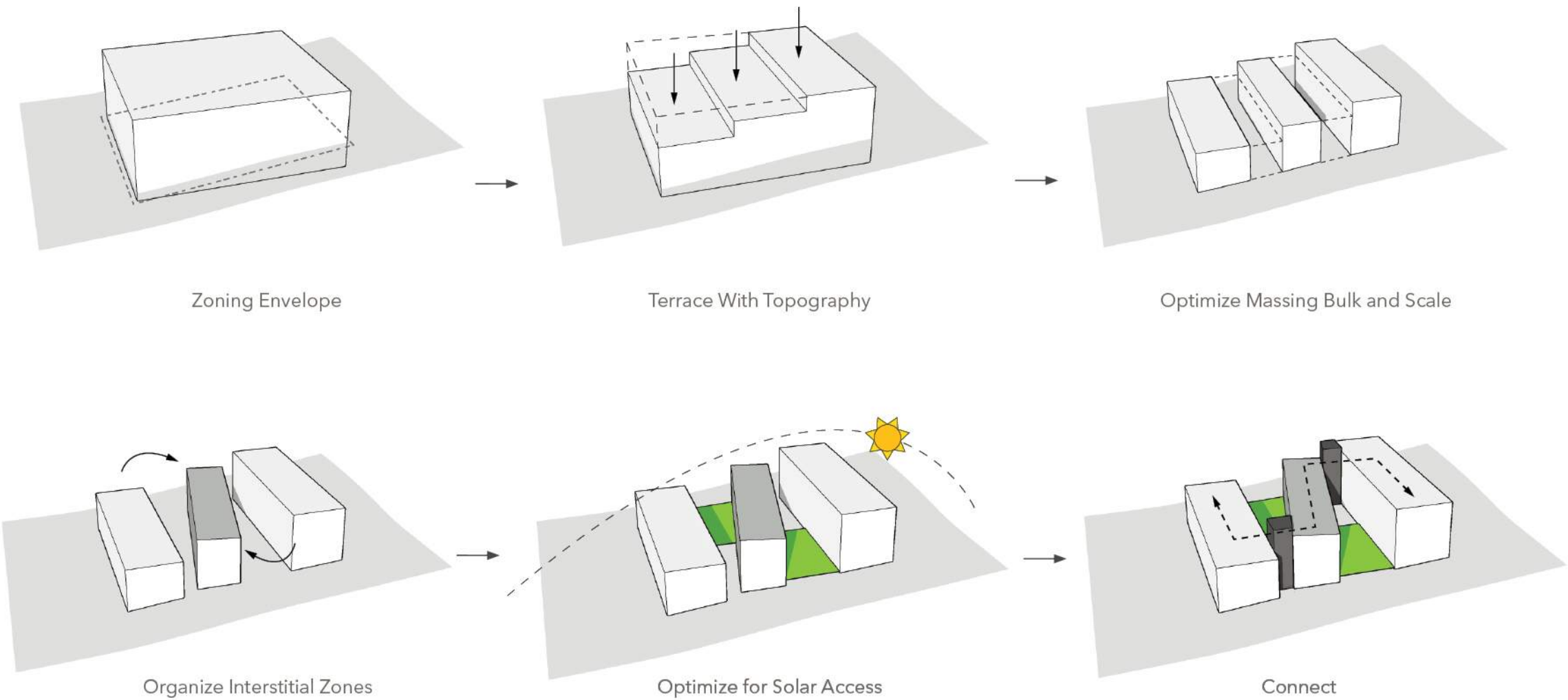
"Supported **minimizing vehicle traffic on 87th street**."

EDG RECAP
PRIMARY "THREE BARS" MASSING CONCEPT
PRESENTED AT EDG 1

DRB Feedback from EDG 1:

"The Board supported the stepping of the project upward with grade to the east and agreed that the three 'bars' of massing of Option 3, the applicant's preferred massing option, could provide the scale-mitigation needed for this large project."

"The Board supported the applicant's preferred massing strategy (Option 3) for both potential zoning conditions with the guidance that follows."

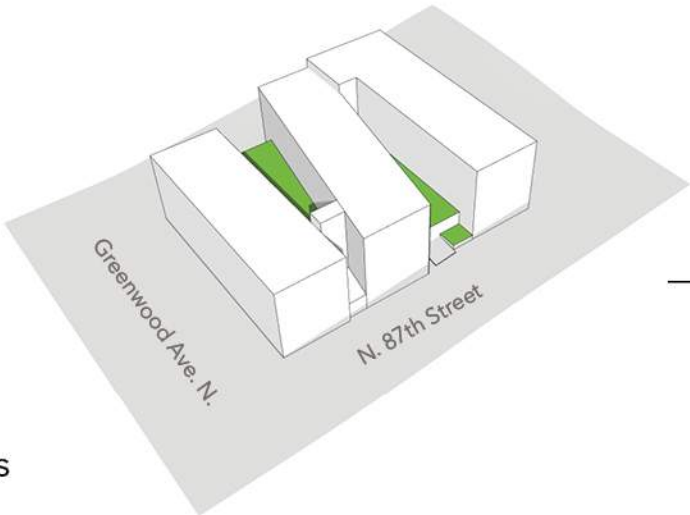


EDG RECAP
SECONDARY MASSING TRANSFORMATIONS
PRESENTED AT EDG 2

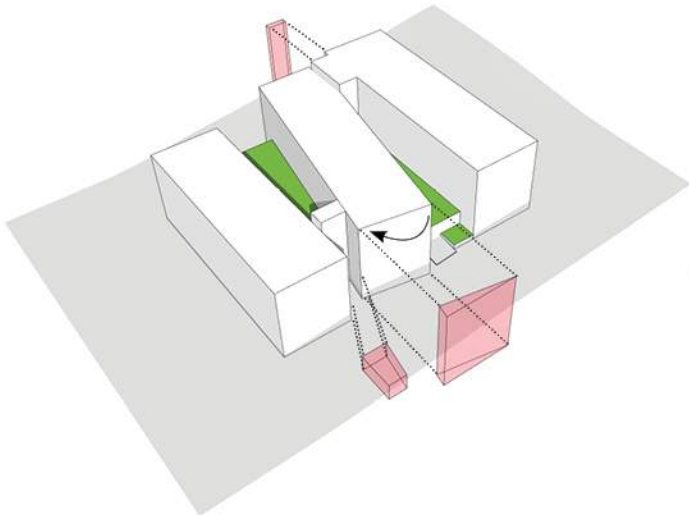
DRB Feedback from EDG 2:

"The Board agreed that there had been a lack of meaningful change in the massing of the project in response to their previous guidance at EDG."

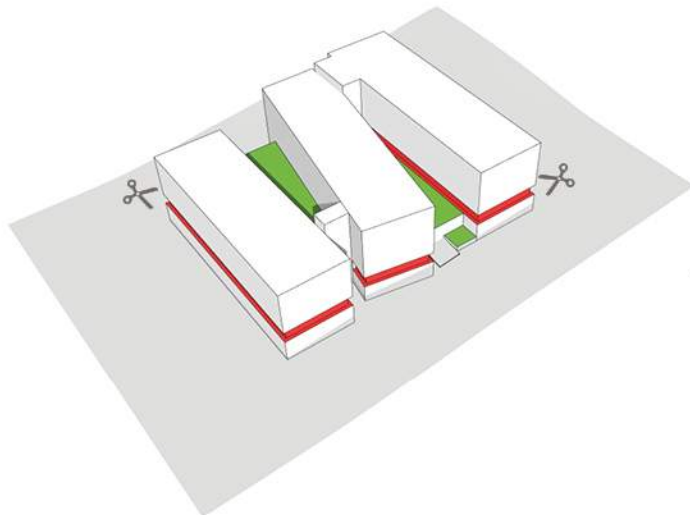
"The Board continued to support the "Three Bars" design concept but suggested that a strong secondary concept be developed for Phinney in response to existing development and the zone transition along this edge."



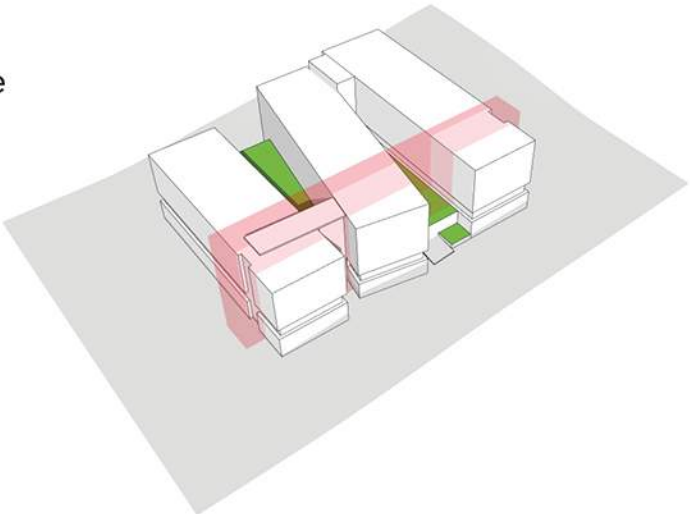
1. Massing Presented at EDG #1



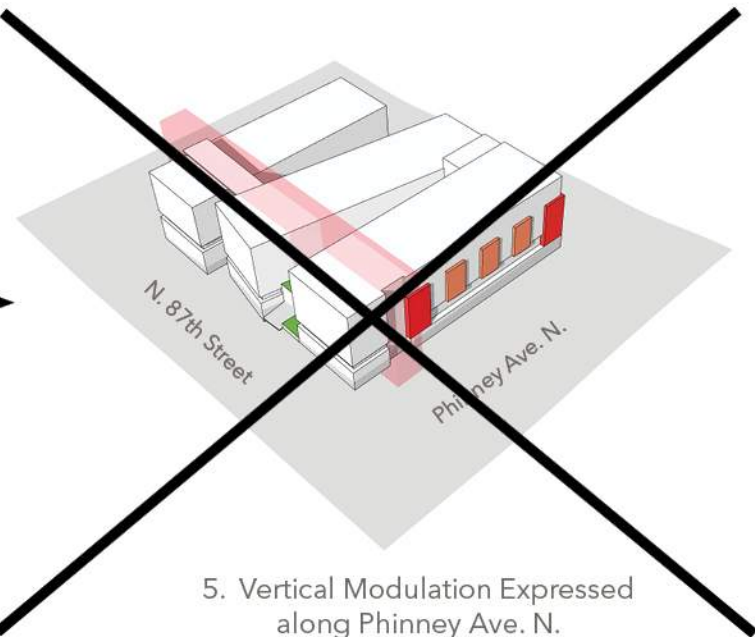
2. Building massing articulated to better define North and South facades based on DRB Feedback



3. Horizontal curve defines "base" massing from "top"



4. Express Circulation at Street-facing Facades



5. Vertical Modulation Expressed along Phinney Ave. N.

The Board did not support the proposed secondary vertical modulation at the Phinney facade.

EDG RESPONSE

1. HEIGHT, BULK AND SCALE AT PHINNEY AVE. N.

The Board agreed that there had been a lack of meaningful change in the massing of the project in response to their previous guidance at EDG.

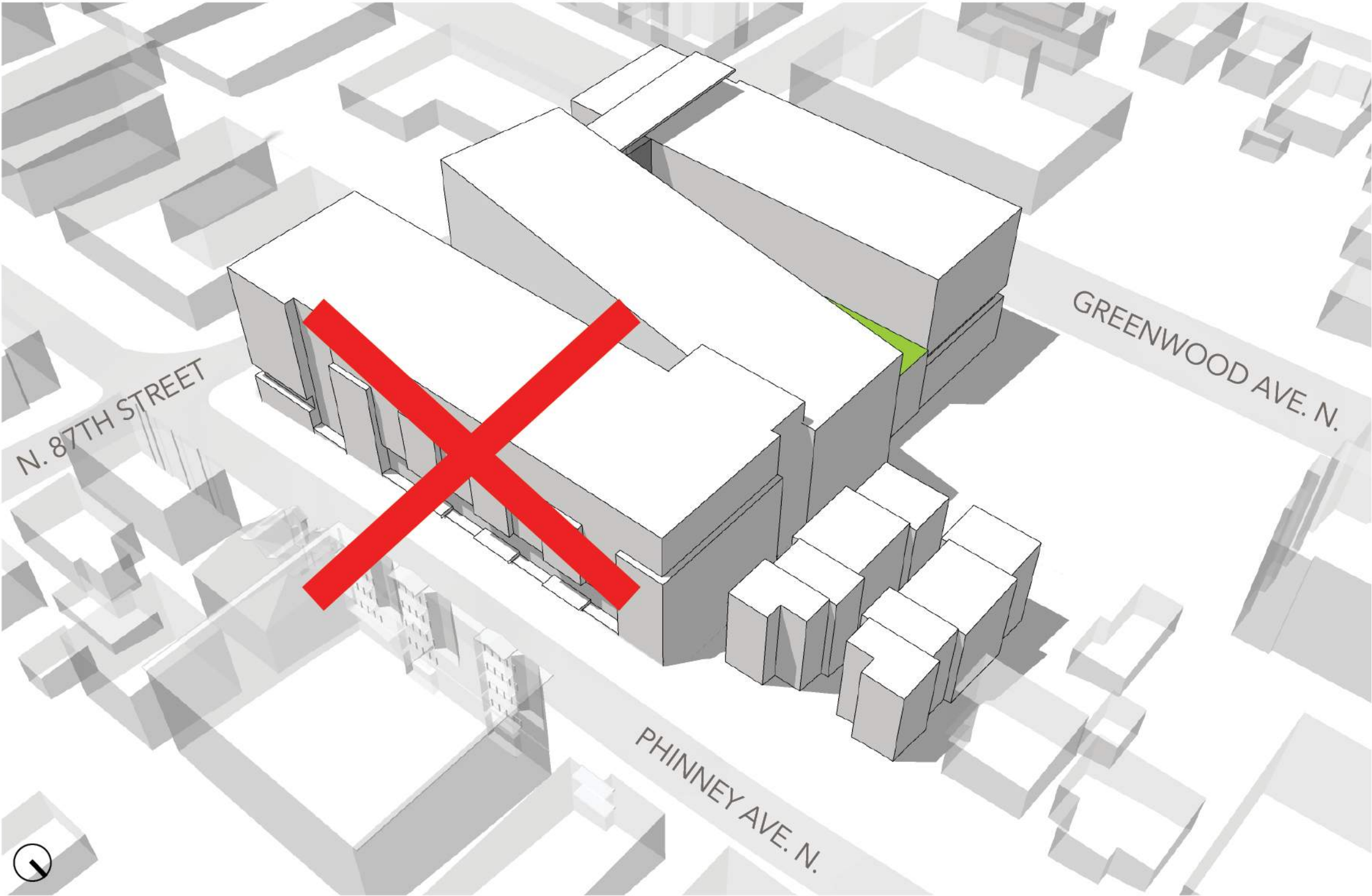
1a. The Board continued to support the “Three Bars” design concept but suggested that a strong secondary concept be developed for Phinney in response to existing development and the zone transition along this edge. (DC2, CS2-II-ii., CS2-D, CS2-VII-i.)

Response:
Greenwood/Phinney Design Guidelines (CS2.II.i) suggests the following techniques at zone edges. Our project directly addresses 3 of the 4 suggested strategies:

"a. increasing the building setback from the zone edge at the ground level;

b. reducing the bulk of the building's upper floors nearest to the less intensive zone;

d. using extensive landscaping or decorative screening."

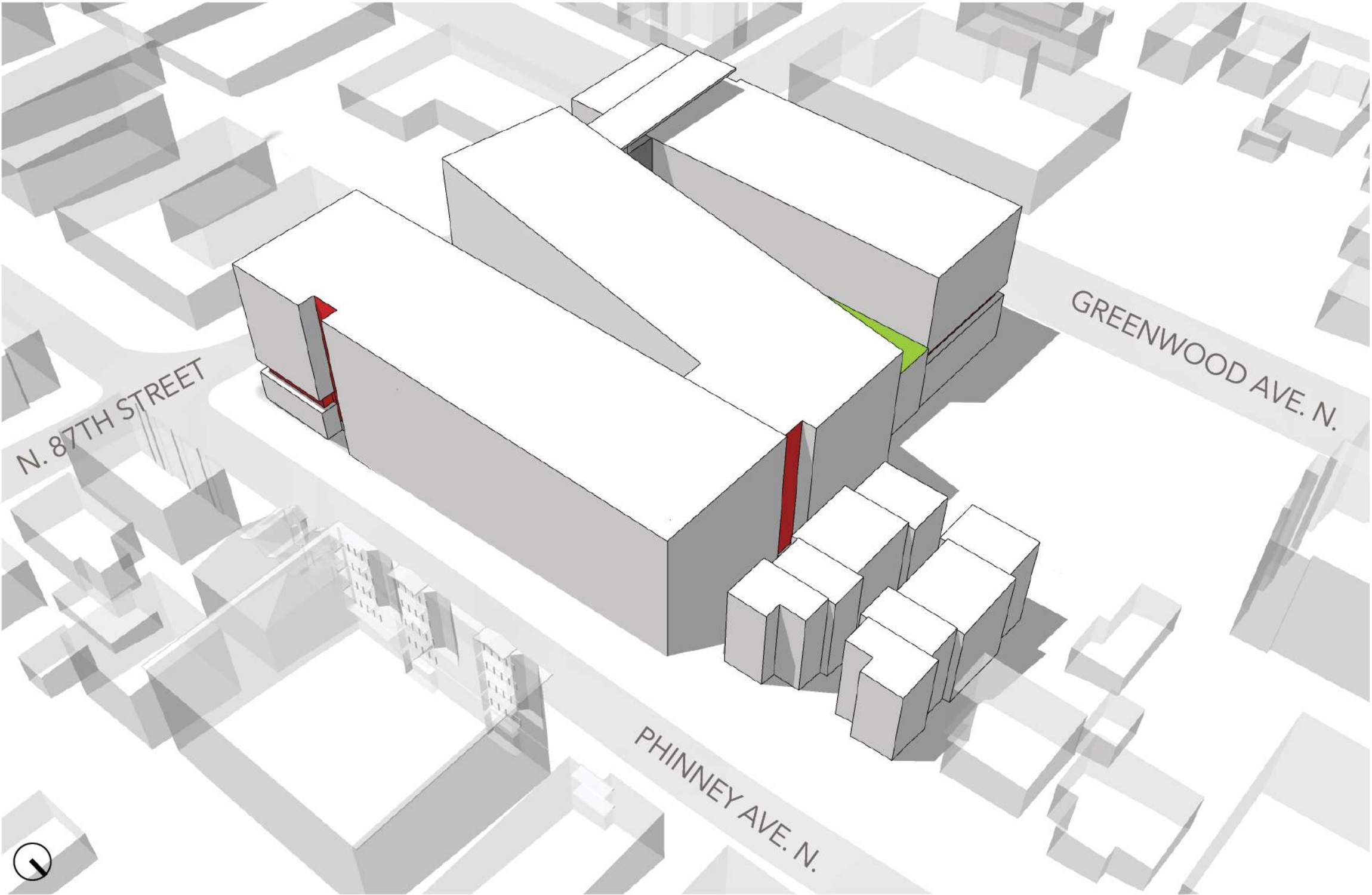


PHINNEY MASSING PRESENTED AT EDG 2 - NOT SUPPORTED BY DESIGN REVIEW BOARD

EDG RESPONSE

1. HEIGHT, BULK AND SCALE AT PHINNEY AVE. N.

Response continued:
We chose to maintain the curve of the prominent pedestrian entry as the division line between the secondary "Phinney massing" and the "stepped bar" massing of the facades along 87th Street.

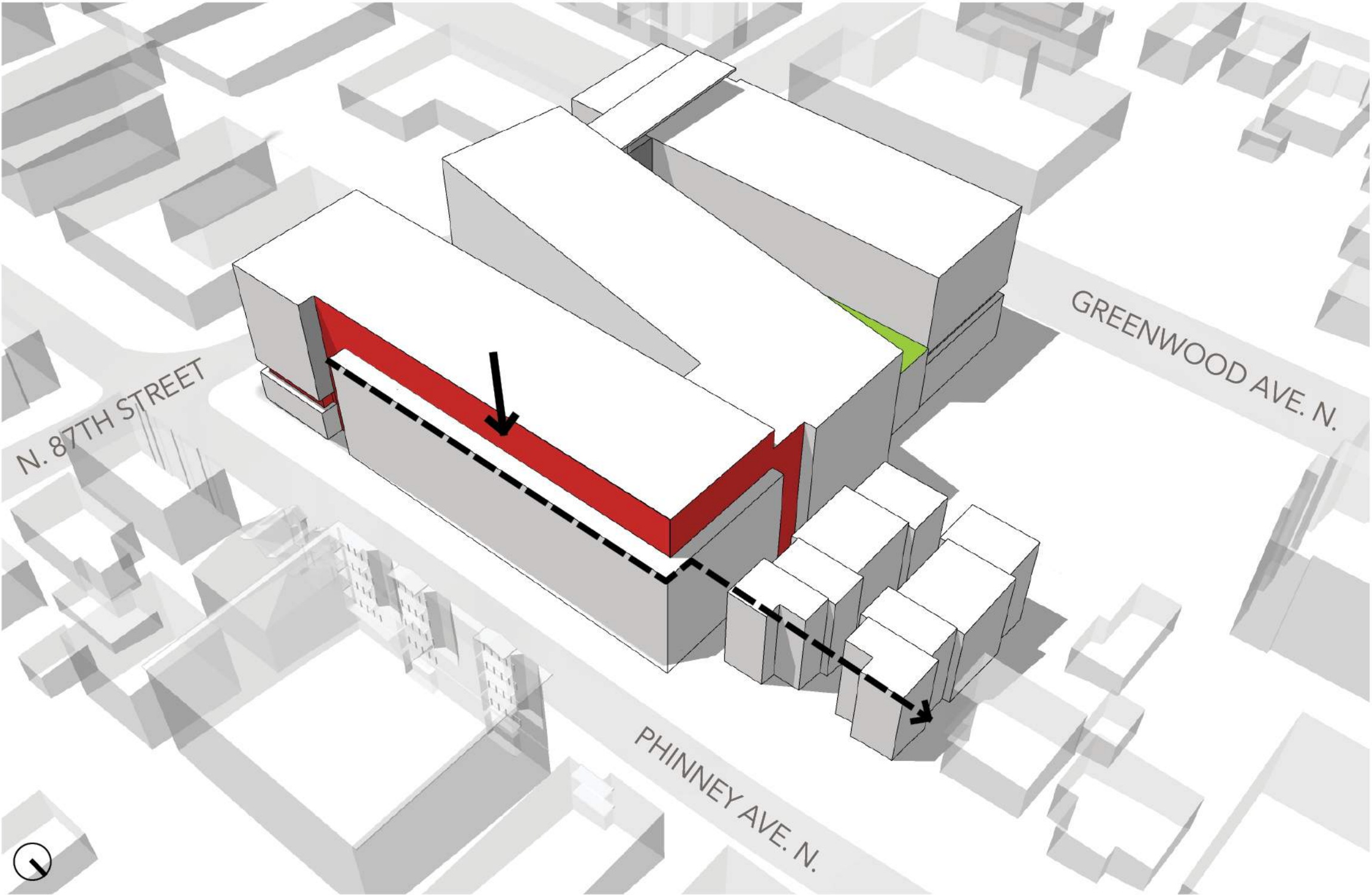


REDUCE ZONE EDGE BULK

EDG RESPONSE

1. HEIGHT, BULK AND SCALE AT PHINNEY AVE. N.

Response continued:
The upper two levels are set back, further mitigating the bulk of the building at the zone transition edges.



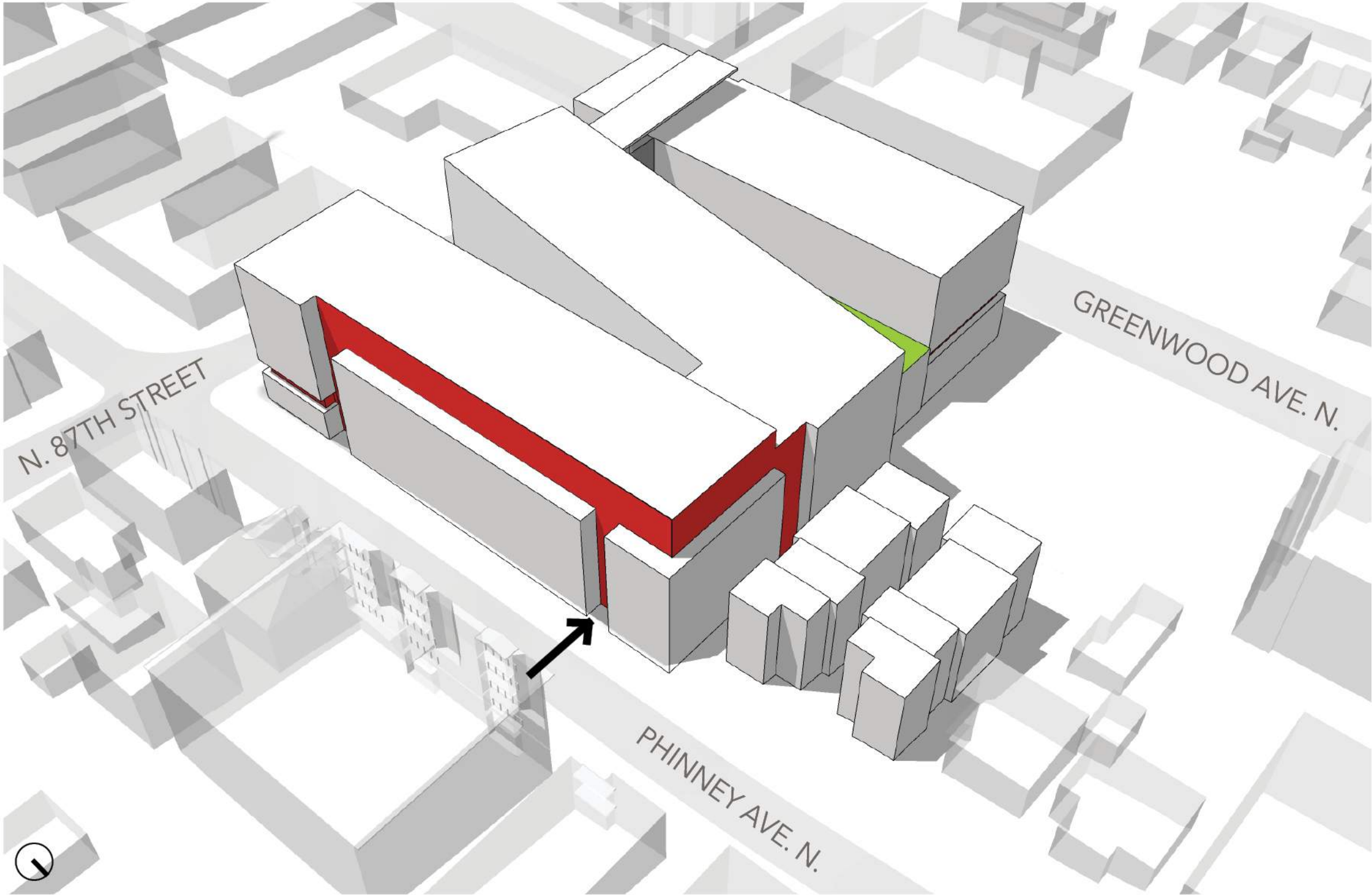
CREATE UPPER-LEVEL SETBACK AT TOP TWO BUILDING STORIES

EDG RESPONSE

1. HEIGHT, BULK AND SCALE AT PHINNEY AVE. N.

1c. The Board agreed that while they supported the thinking behind some of the secondary modulation, those elements seemed to occur only at the surface, and that larger massing moves would be required to mitigate the length, scale and bulk of the project. (CS2-II-ii., CS2-D, DC2-III)

Response:
A secondary vertical "reveal" element which provides a secondary means of egress has been introduced at the north end of the Phinney facade. This breaks down the Phinney facade to a greater extent and adds variation to the vertical modulation introduced in the next diagram.



BALANCE MASSING WITH SECONDARY PEDESTRIAN ENTRY CARVE

EDG RESPONSE

1. HEIGHT, BULK AND SCALE AT PHINNEY AVE. N.

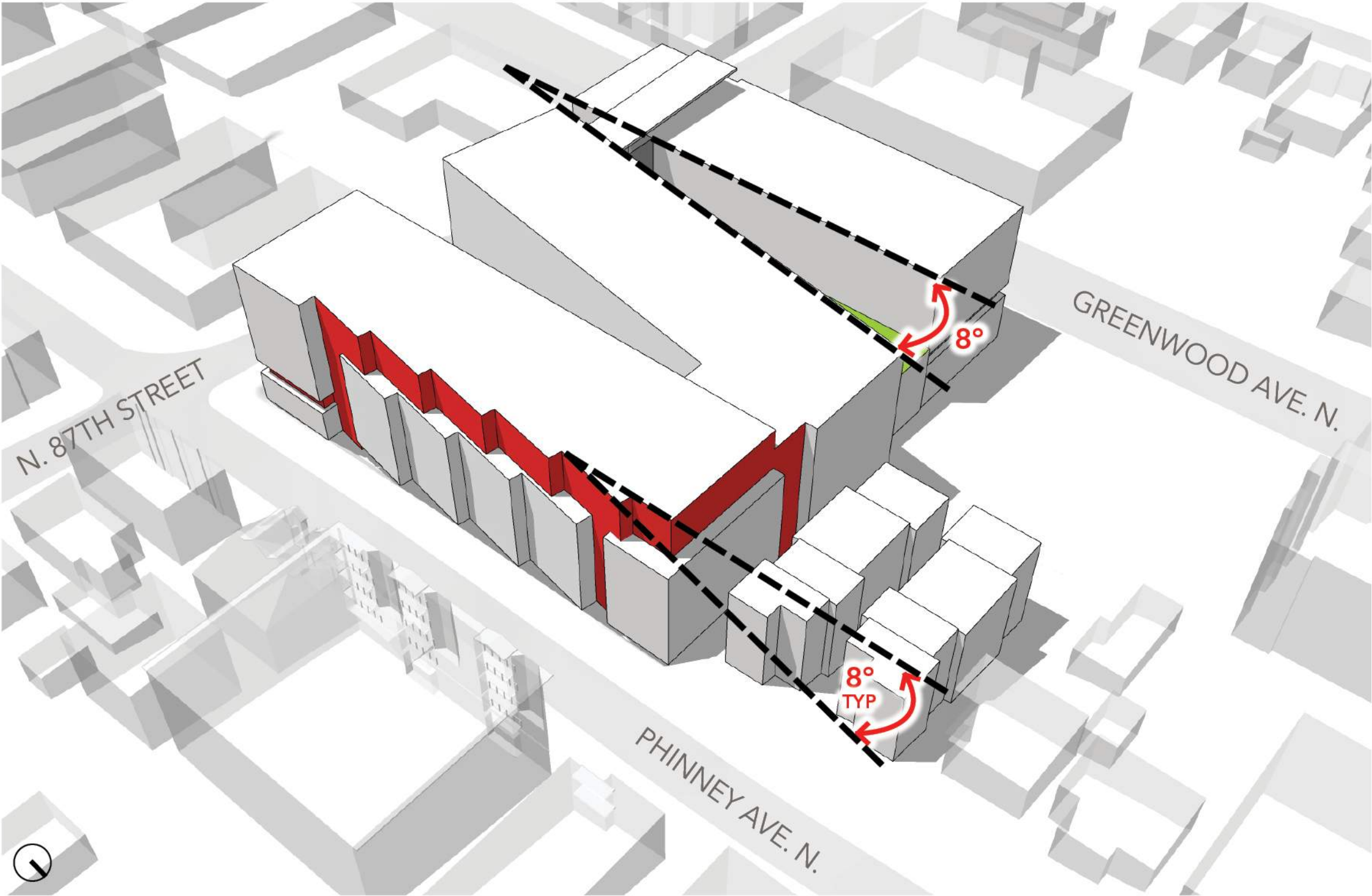
Response continued:

A secondary massing concept has been developed for Phinney. The geometry of the pivoted middle bar has been translated through to the Phinney facade where the building articulates that grid in a series of stepped serrated bays.

The Greenwood/Phinney Design Guidelines (CS2.VII) state,

*"Consider reducing the impact or perceived mass and scale of large structures by **modulating upper floors**; **varying roof forms and cornice lines**; **varying materials, colors and textures**; and **providing vertical articulation of building facades** in proportions that are similar to surrounding plat patterns."*

The serrated design provides modulation to the upper floors and the ground level bays.

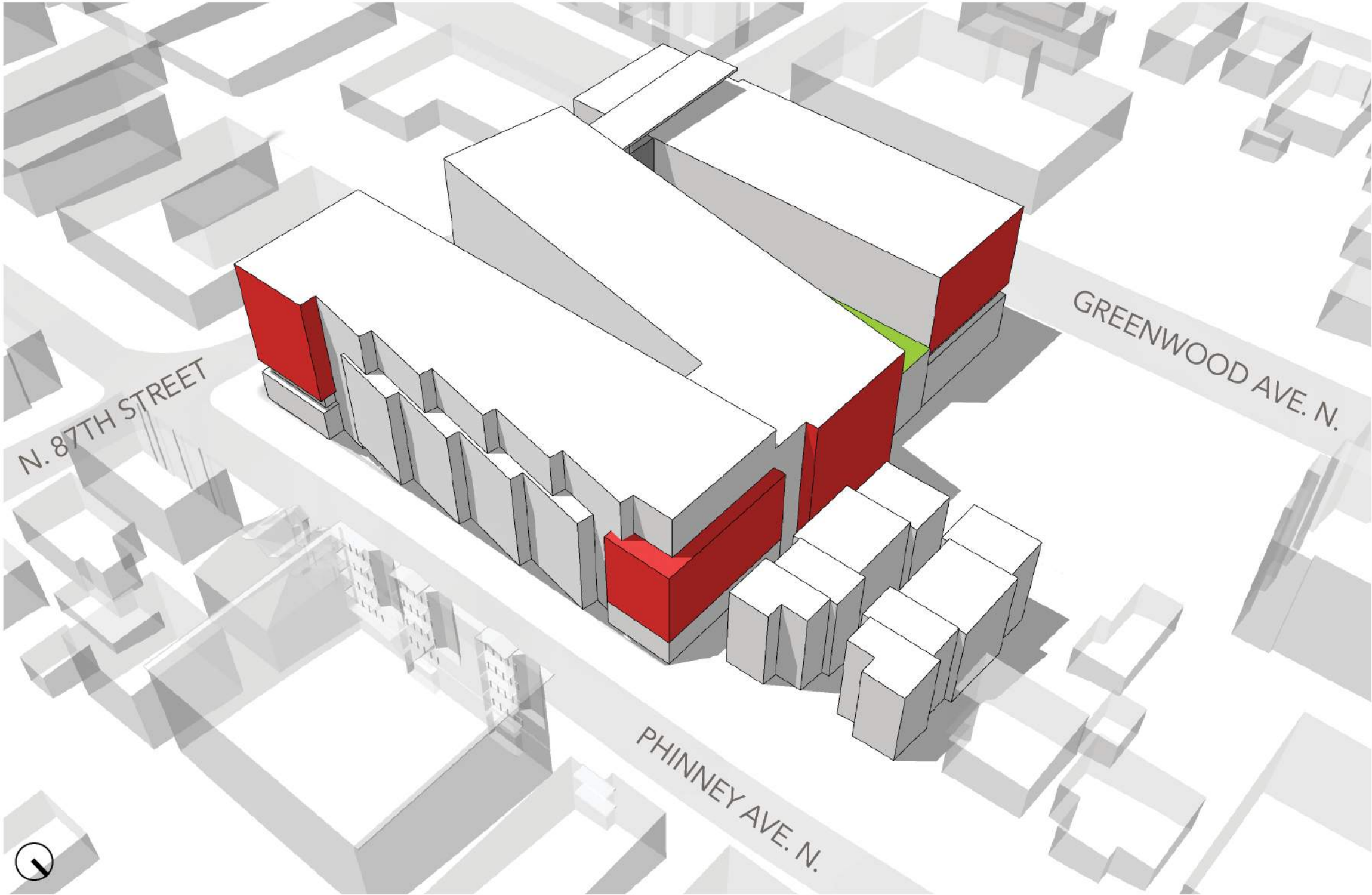


INTRODUCE SERRATED MODULATION INFORMED BY PRIMARY MASSING GEOMETRY

EDG RESPONSE

1. HEIGHT, BULK AND SCALE AT PHINNEY AVE. N.

Response continued:
The non-angled bay at the north end of the Phinney facade acts as an opposing "bookend" to the raised bay wrapping the south corner of the facade and signals a distinct break in the primary massing envelope. The materiality of the outward-facing facades is consistent at all building elevations with the exception of the serrated modulation along Phinney.

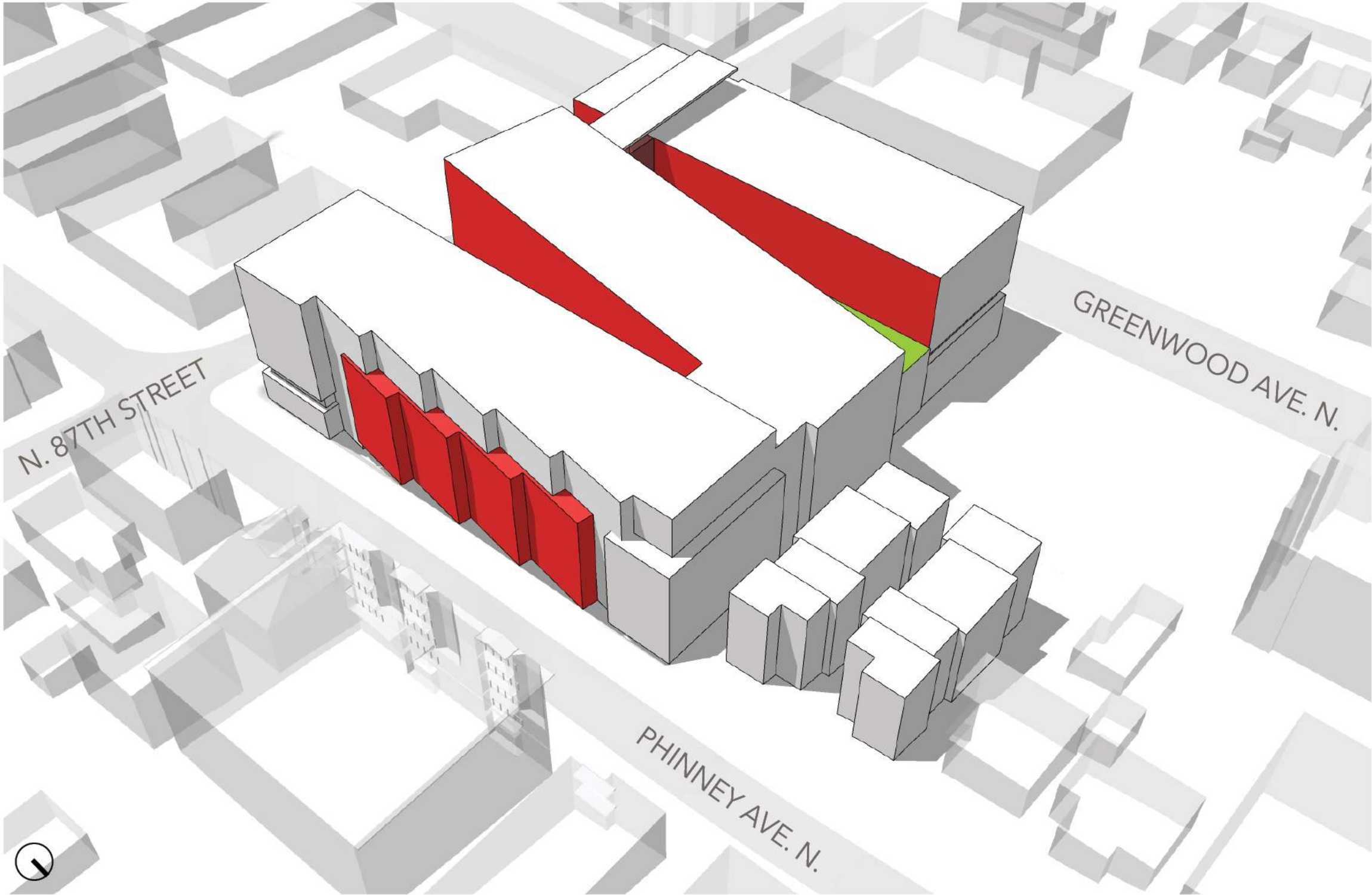


FRAME SERRATED MODULATION WITH SIMILAR BOOKEND MASSING ELEMENTS

EDG RESPONSE

1. HEIGHT, BULK AND SCALE AT PHINNEY AVE. N.

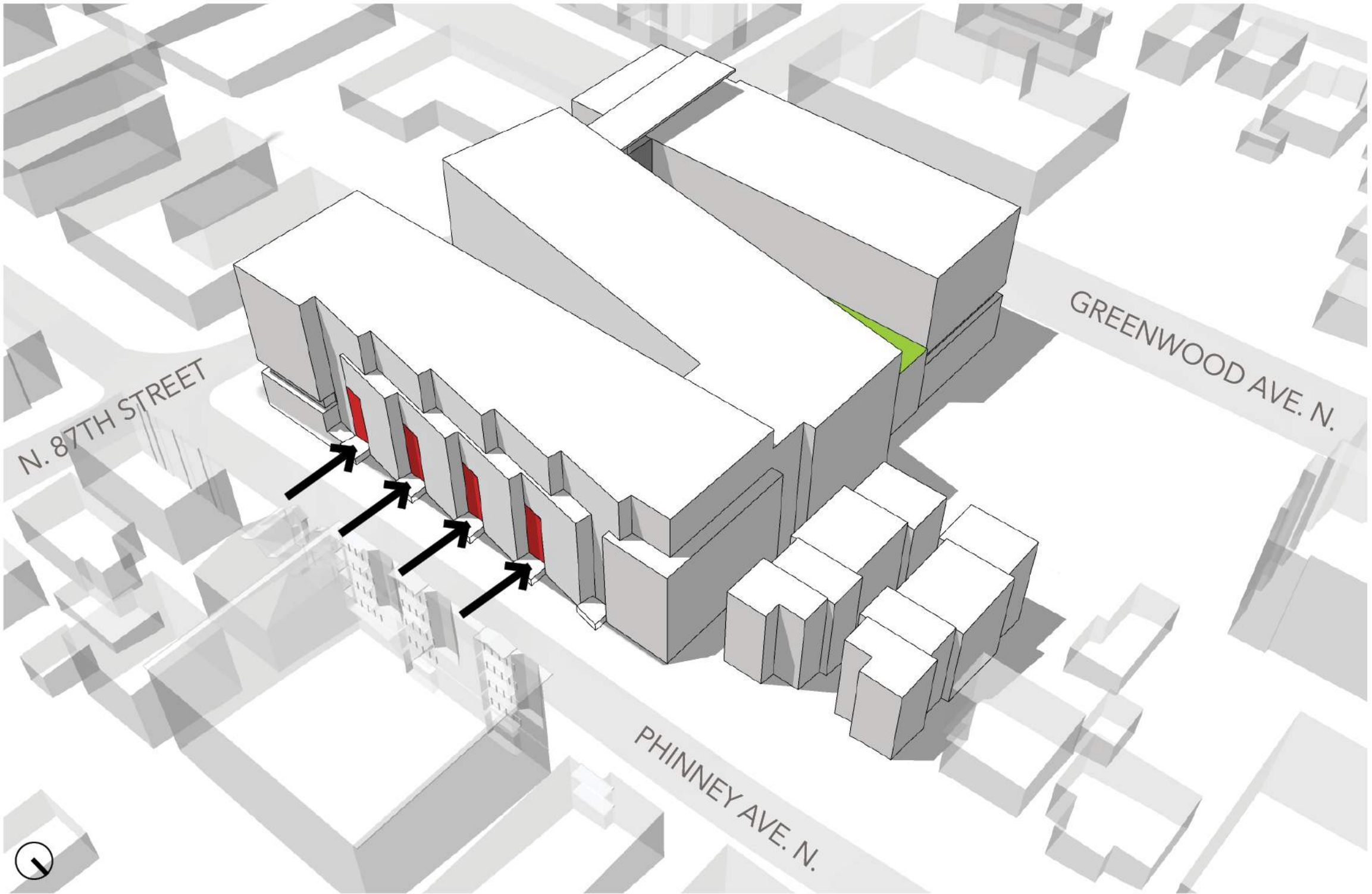
Response continued:
The serrated modulation sandwiched between these metallic "bookends" is distinctly unique and residential in character. The materiality of these bays is consistent with the board and batten cladding at the courtyard facades.



EDG RESPONSE

1. HEIGHT, BULK AND SCALE AT PHINNEY AVE. N.

Response continued:
In response to the DRB's suggestion to add more varied depth to the secondary modulation (citing the buildings across the street on Phinney as examples), an additional curve was added at each serrated bay. This also introduces the opportunity for recessed stoops.



INTRODUCE CARVES THAT INFORM STOOP GEOMETRY

EDG RESPONSE

1. HEIGHT, BULK AND SCALE AT PHINNEY AVE. N.

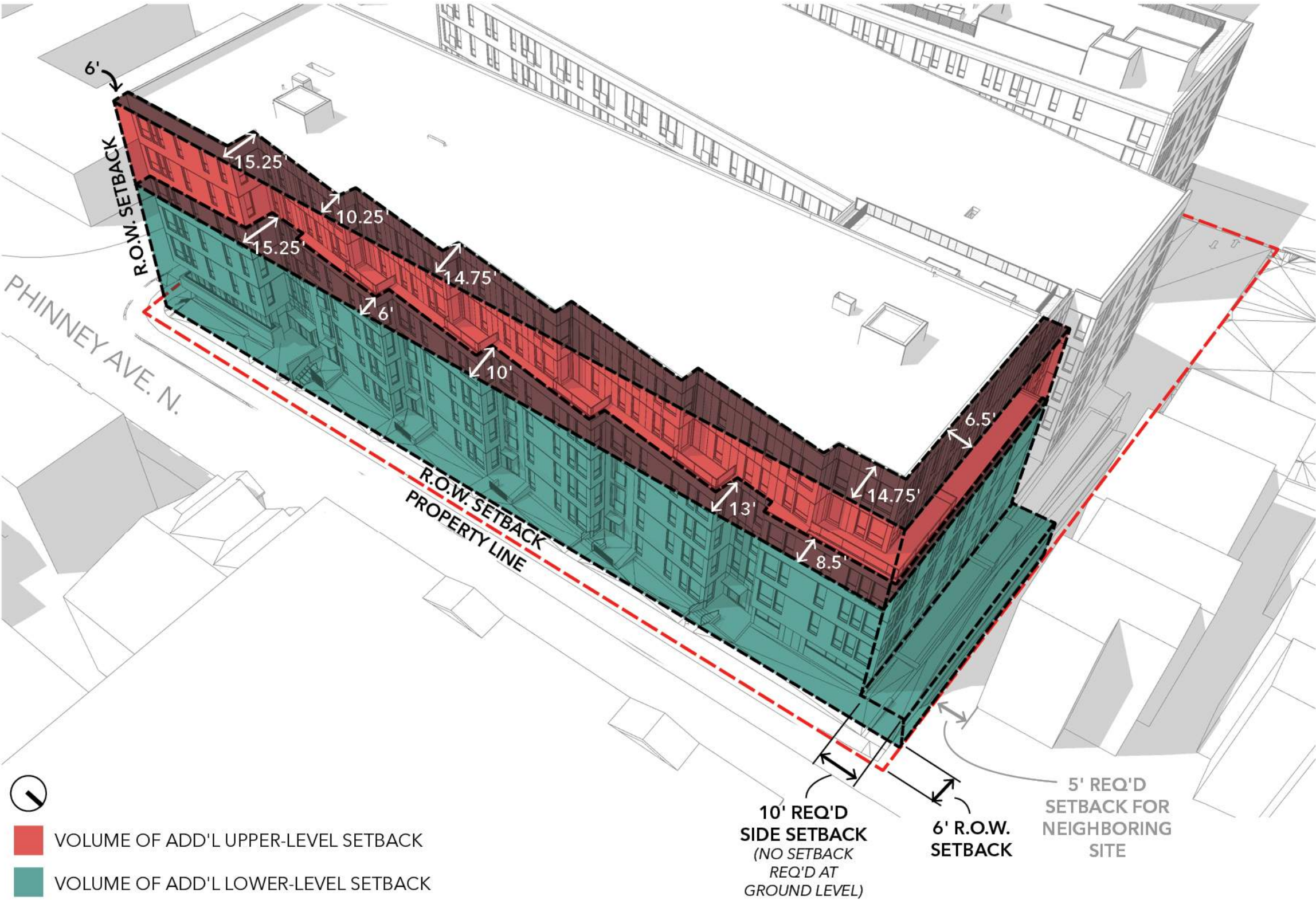
1b The Board noted that the revised design had not gone far enough in breaking down the scale of the project on Phinney Avenue, and that this scale breakdown was not possible with secondary elements alone. (CS2-II-ii, CS2-D, DC2-III)

Response:
A larger massing move has been introduced (as described in the Phinney facade transformation diagrams.)

The Greenwood/Phinney Design Guidelines (DC2.III) state,

*"Consider reducing the impact or perceived mass and scale of large structures by **modulating upper floors**; **varying roof forms and cornice lines**; **varying materials, colors and textures**; and **providing vertical articulation of building facades in proportions that are similar to surrounding plat patterns.**"*

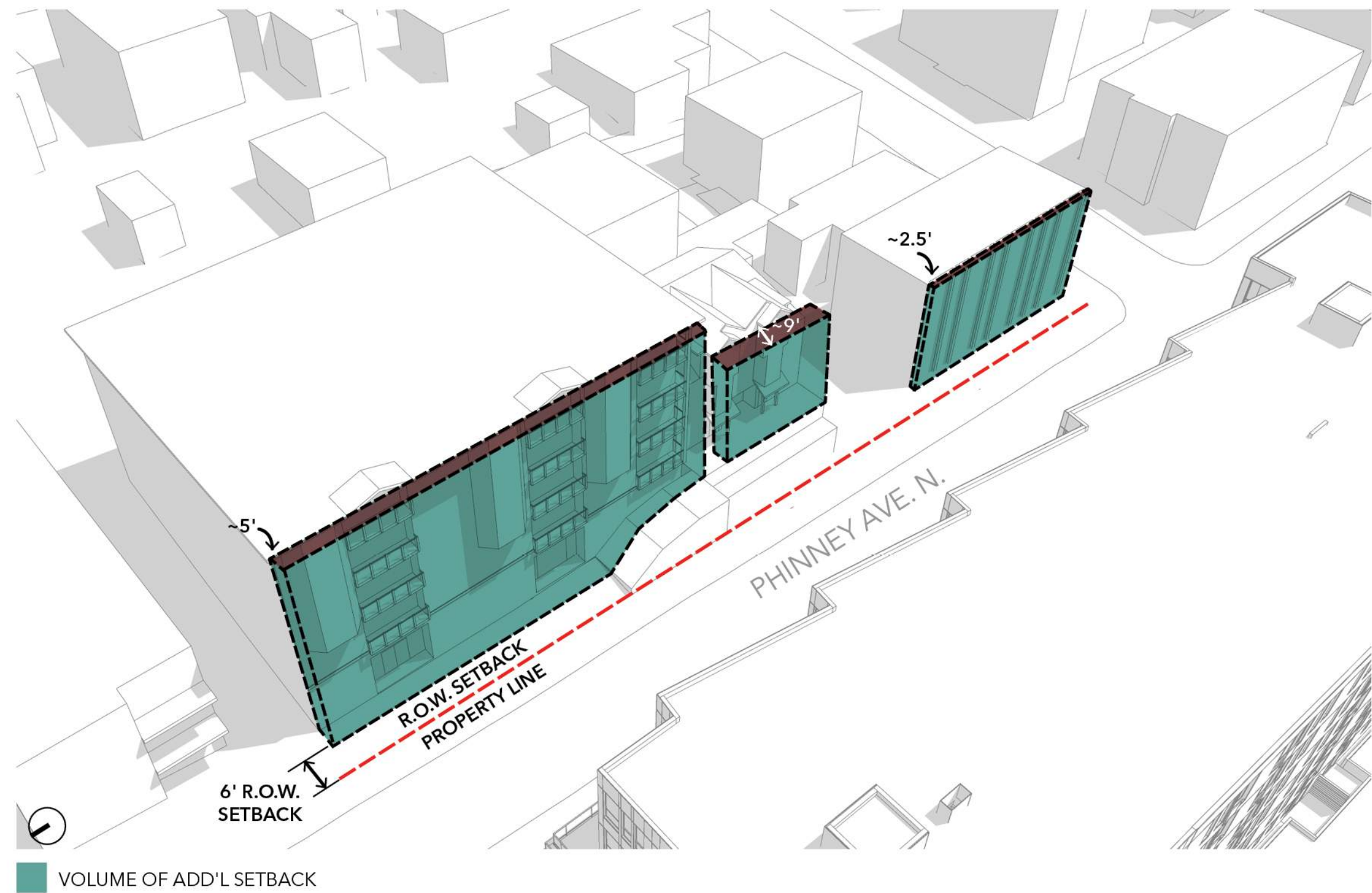
The volume that the building is set back from the property line **in addition to the required R.O.W. setback** is highlighted in the diagram to the right.



EDG RESPONSE

1. HEIGHT, BULK AND SCALE AT PHINNEY AVE. N.

Response continued:
For comparison purposes, the distances that the buildings across the street are set back *in addition to the required R.O.W. setback* is highlighted in the diagram to the right.



EDG RESPONSE

1. HEIGHT, BULK AND SCALE AT PHINNEY AVE. N.



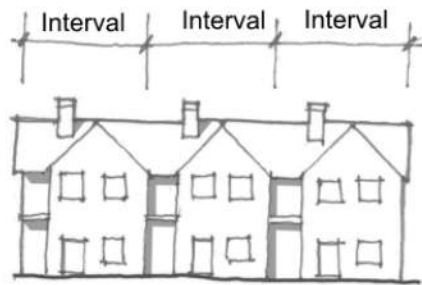
EDG RESPONSE

1. HEIGHT, BULK AND SCALE AT PHINNEY AVE. N.

1d. While not supporting its architectural character, the Board identified the east side of Phinney as setting important precedents, where a variety in height, depth and width create an assembly of small, medium and large elements. CS2-D-1, CS2-II-ii.

Response:
The combination of the overall massing, the new serrated bays, the "bookend" metal-clad bay at the North end of Phinney, and additional curves at each of the ground-related stoops create a similar assembly of small, medium and large elements as the context across the street on Phinney.

Although the architectural character of the proposed design is different than this image from the Citywide Design Review Guidelines (CS3.B), it achieves a similar effect.



The Guidelines caption the image above: "This building is **articulated into intervals** to be compatible with adjacent structures. Articulation methods include **modulation, broken roof lines, building elements (chimneys, entries, etc.) and landscaping.**"



PHINNEY FACADE, BEFORE



PHINNEY FACADE, AFTER

Response continued:

The Greenwood/Phinney Design Guidelines give clear guidance on facade articulation (DC2.I). The proposed Phinney massing employs 3 of the 4 suggestions to "add further interest to a building, and lend buildings a human scale:

1 "ii. Covered front porch"

The proposed stoops are recessed at each serrated bay with weather protection at the unit entry doors.

2 "iii. Vertically proportioned windows"

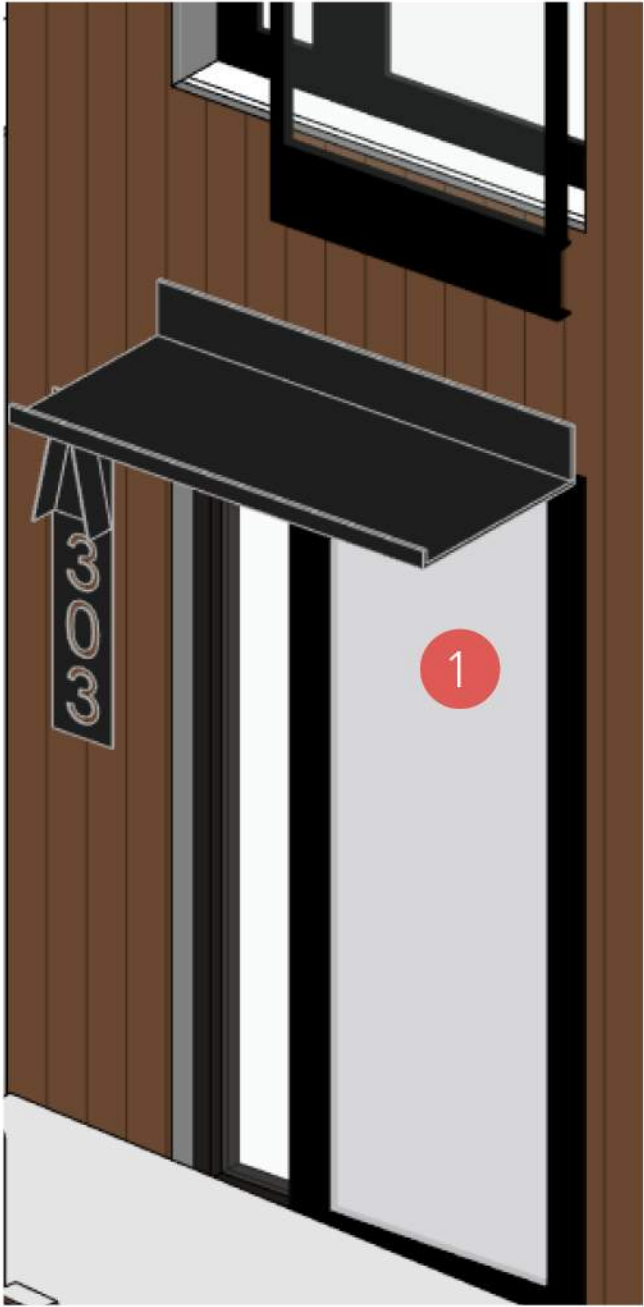
Vertically proportioned windows are proposed at all residential units.

3 "iv. Window trim and eave boards"

A custom-pattern board and batten cladding which incorporates a specially-detailed window jamb trim is proposed at the serrated bays. Similar detailing can be found at the courtyard facades.



TYPICAL STOOP



RESIDENTIAL CANOPY DETAIL

EDG RESPONSE

1. HEIGHT, BULK AND SCALE AT PHINNEY AVE. N.

1e. The Board supported the development of stoops along Phinney and suggested that the scaling elements emerging from that component could be tied to and inform the larger massing moves. (DC2, DC2-II)

Response:

The patterning of ground-related stoops have informed the development of the wood-clad insets at the Phinney serrations.

1h. Noting that this should not be treated as the back of the building, the Board suggested the use of brick (or another high-quality material with depth and texture) in the composition of elements along this edge. (DC2-B-1)

Response:

Vertical wood siding is proposed at residential stoops to give the feeling of warmth to the residential entries.



EDG RESPONSE

1. HEIGHT, BULK AND SCALE AT PHINNEY AVE. N.

1f. The Board noted that a response to the grade change along Phinney could generate massing shifts that would help mitigate the bulk and scale issues at this edge. (CS2-D-2, CS2-B)

Response:

A variety of stoop conditions resulted in order to ensure accessible entry to the ground-related units. Although the concept of stepping the building with the grade along Phinney intrigued us, we found this would be at odds with the Design Guidelines' recommendations for zone transition mitigation as the grade naturally slopes up to the north and less-dense zone.

CS2.II.i. b. suggests *"reducing the bulk of the building's upper floors nearest to the less intensive zone."*

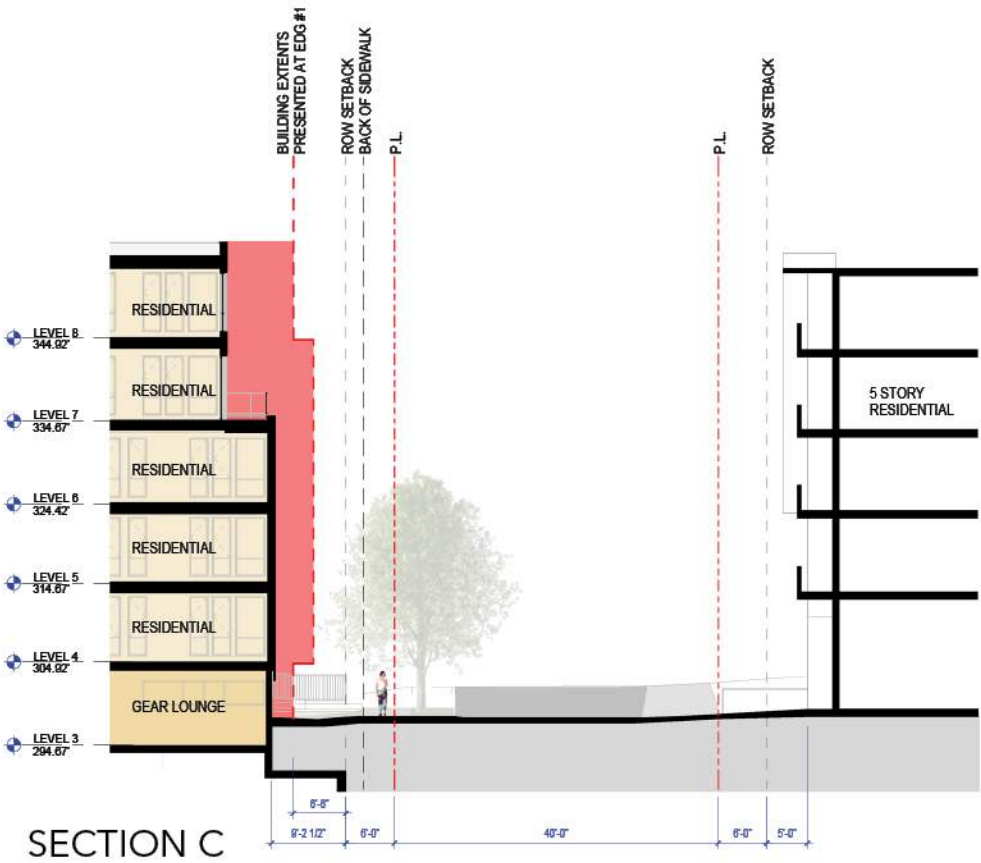
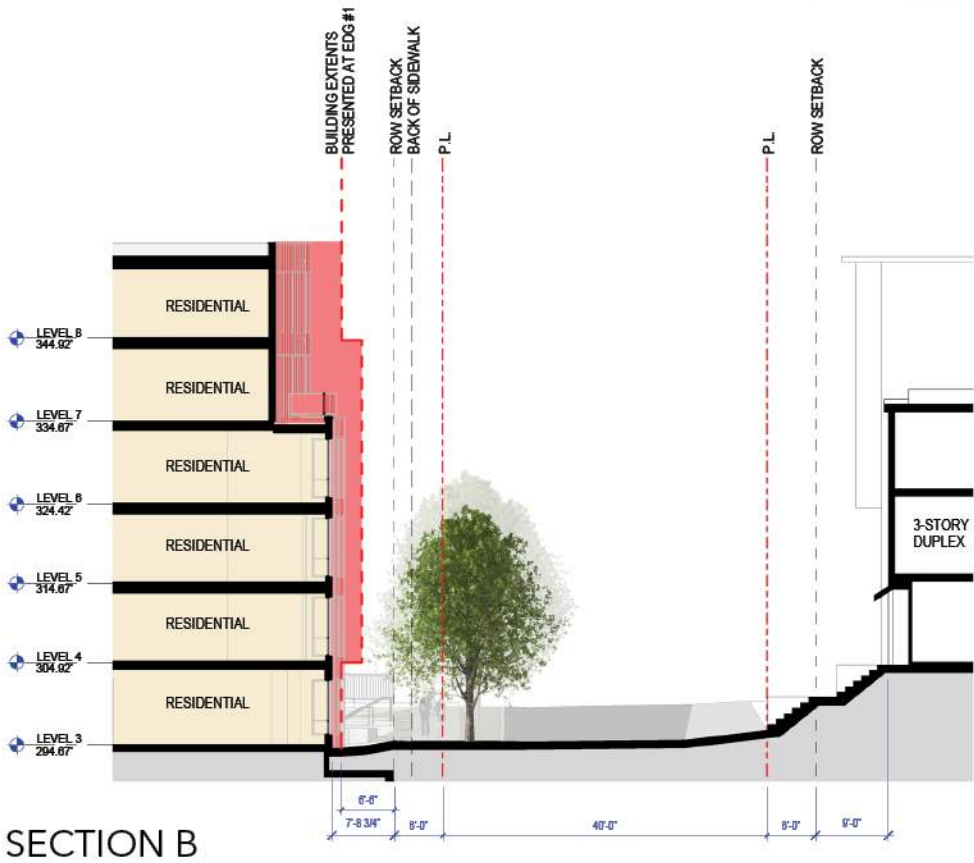
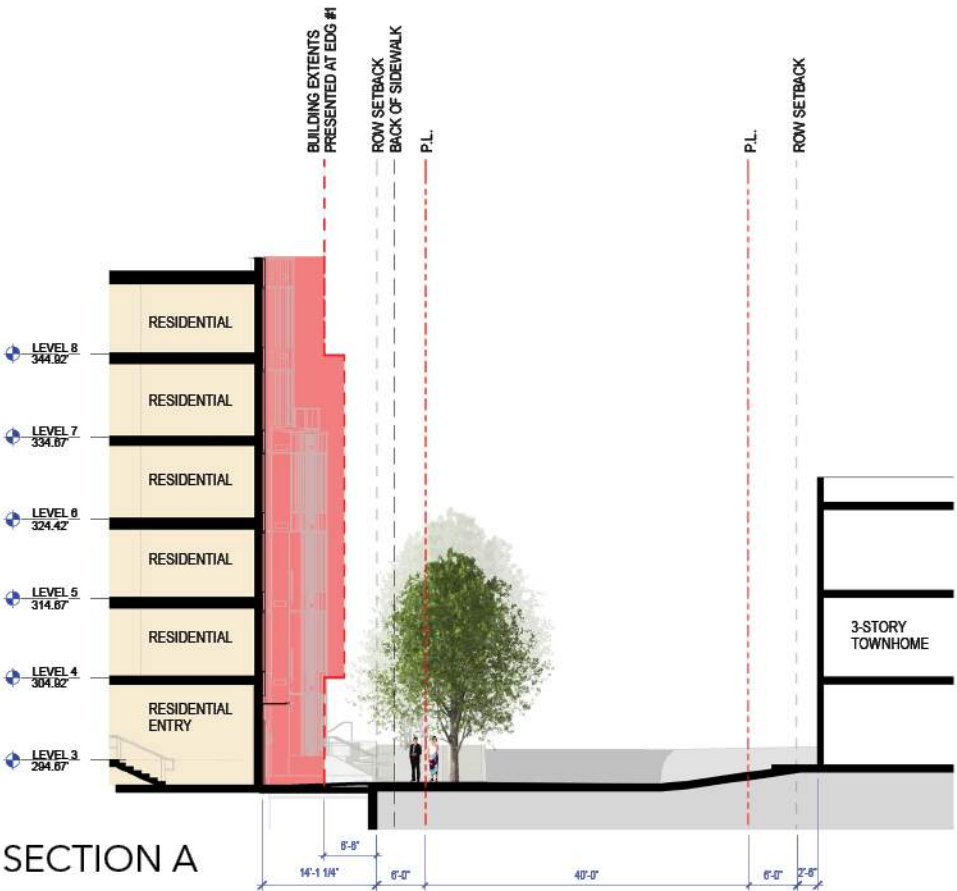
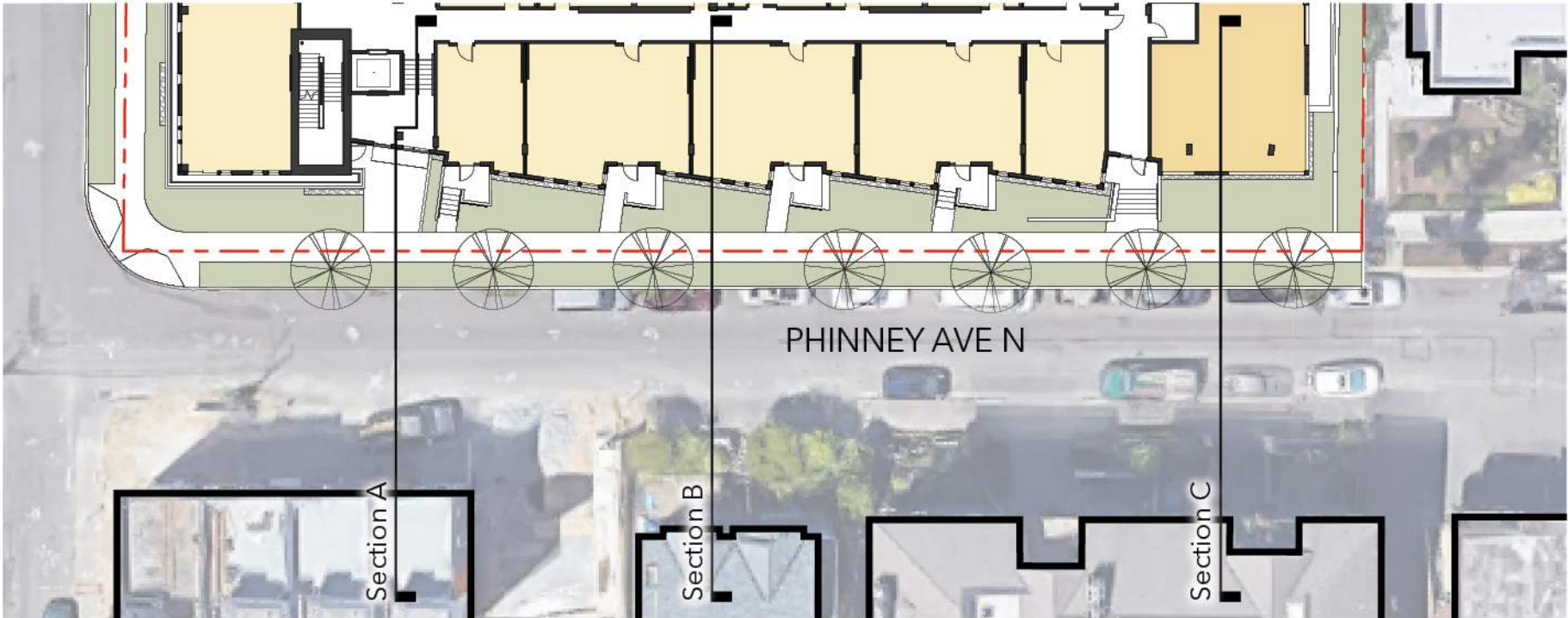


EDG RESPONSE

1. HEIGHT, BULK AND SCALE AT PHINNEY AVE. N.

1g. The Board suggested that variations in depth as well as height be used in mitigating the bulk and length of the project along this edge. (CS2-II, DC2-III)

Response:
The serrated massing produces variation in depth as well as height. The upper-level setback and corresponding vertical "reveals" at building entries, along with the wood-clad insets at the residential stoops provide variation in depth vertically along the surface of the facade. This more closely relates to the variation in depth and height of the buildings across the street.



EDG RESPONSE

2. N. 87TH STREET EDGE

The Board expressed their appreciation for the changes to this edge and agreed that they were an appropriate response to their guidance from EDG.

2a. The Board offered their particular support for the squaring of the center bar, the connection to grade and transparency of the western stair and the human scale elements added to the street edge. (DC2, DC2-II, CS2-I)

Response: These elements of the design have been retained.

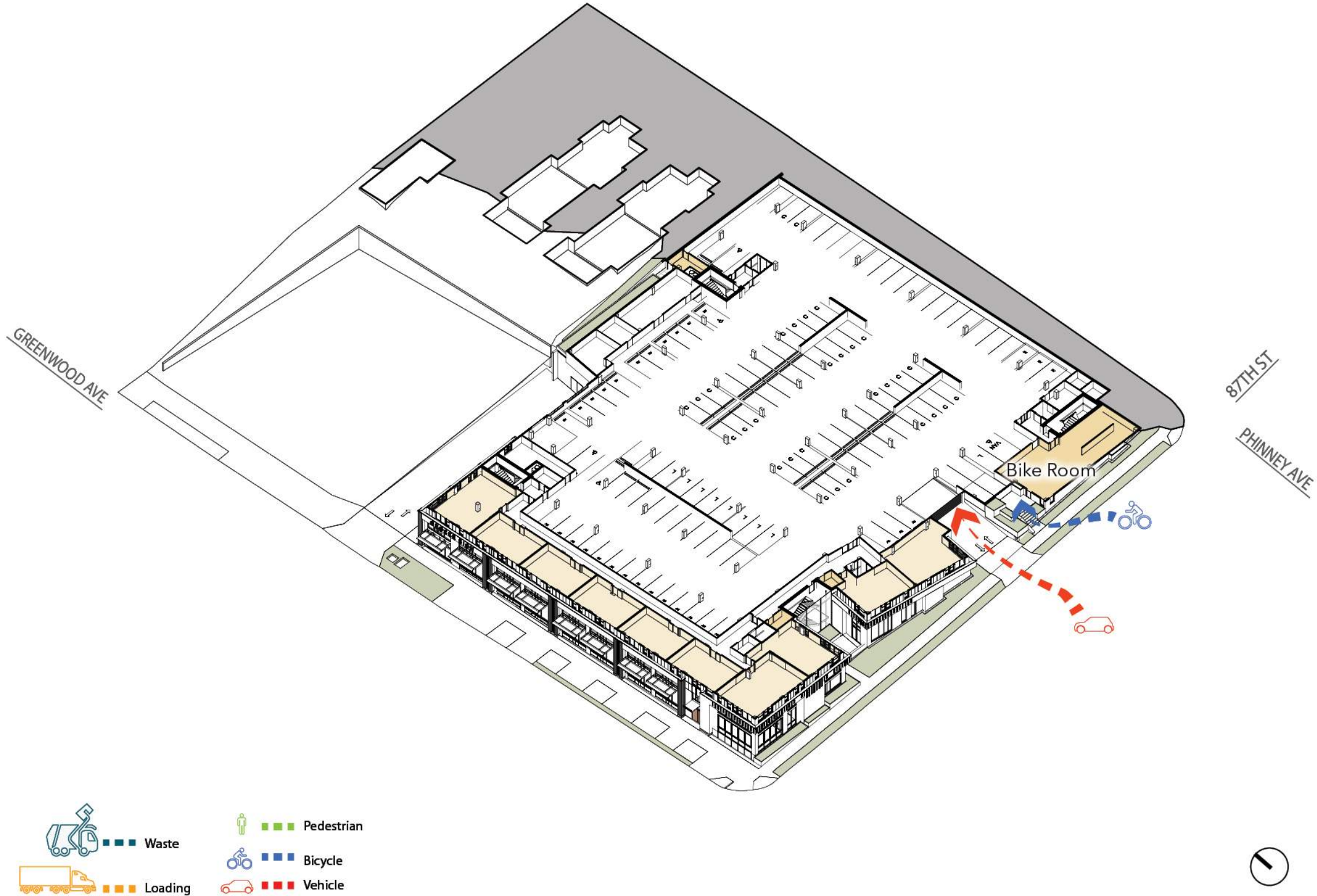


EDG RESPONSE

2. N. 87TH STREET EDGE

2b. The Board agreed that two vehicle access curb cuts along 87th Street would compromise the pedestrian experience and gave guidance that a solution with an internal ramp should be explored (if two parking levels were to be accessed from 87th Street). (DC1-B, PL3)

Response: One vehicle entrance is proposed on 87th.



EDG RESPONSE

3. CORNER OF 87TH AND GREENWOOD

The Board noted the particular importance given to corner lots as articulated in both the Citywide and Greenwood Design Guidelines.

3a. The Board agreed that the composition, character and detailing of this corner was critically important to the success of this project and gave guidance to explore strategies better expressing its unique character. The Board suggested a change in bay composition, or the way materials are used and/or additional secondary elements and detailing. (CS2-C-1)

Response:

CS2-C-1 of the Citywide Design Review Guidelines suggest *"build[ing] out to the corner to provide a strong urban edge to the block"* as a design strategy for corner sites. Slide and stack windows and intricate brick detailing at this corner further differentiate its unique character.



EDG RESPONSE

3. CORNER OF 87TH AND GREENWOOD

3b. The Board expressed concern about the programming of the corner retail space, agreeing that a leasing office was not an active use that would foster human interaction. (CS2-C-1, CS2-B-2)

Response:
A co-working space is now proposed at the corner of 87th and Greenwood with operable slide and stack windows overlooking both streets. This produces an inviting presence on the street while providing opportunities for *interaction with the public realm* per Citywide Guideline CS2-B-2.



EDG RESPONSE

3. CORNER OF 87TH AND GREENWOOD

3d. The Board supported the incorporation of art into the project but agreed that it currently appeared tacked-on and gave guidance that its location and expression be clearly tied to the design concept and have an understandable order. (DC1-I, DC2-B)

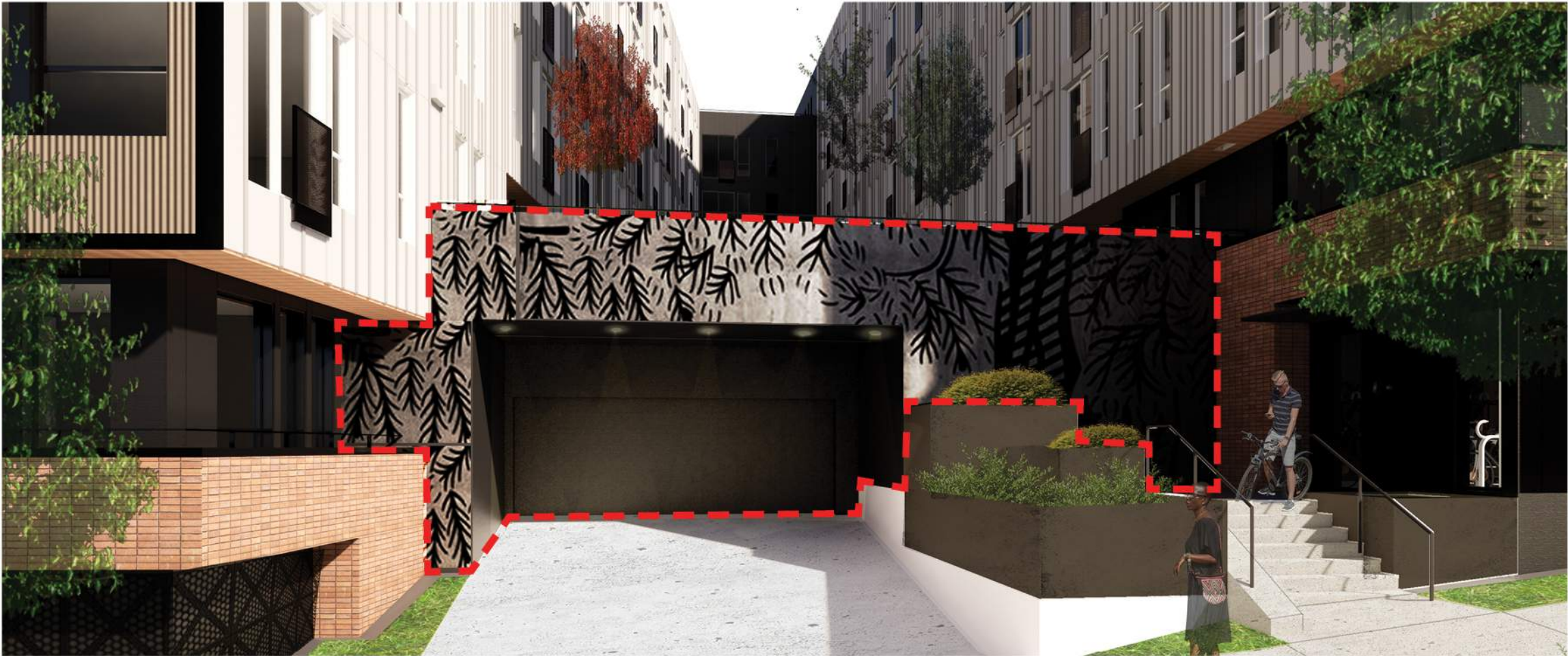
Response:
The team revised the concept for art integration, focusing primarily on the garage entry wall. The Greenwood/Phinney Design Guidelines (DC1.II.ii) suggests,

*"Entrances to parking could include special paving and other side-walk treatments and amenities, such as **additional landscaping, signage or art.**"*

We have created other opportunities to tie the garage entry art in with the building signage at the residential entry and Phinney stoops.



N. 87TH STREET ELEVATION



ENLARGED ELEVATION VIEW SHOWING
EXTENT OF ART AT GARAGE ENTRY

EDG RESPONSE

3. CORNER OF 87TH AND GREENWOOD

EXAMPLE MURAL STYLE



PIKE FLATS
SEATTLE, WA



FOREST FOR THE TREES MURAL PROJECT
PORTLAND, OR

EDG RESPONSE

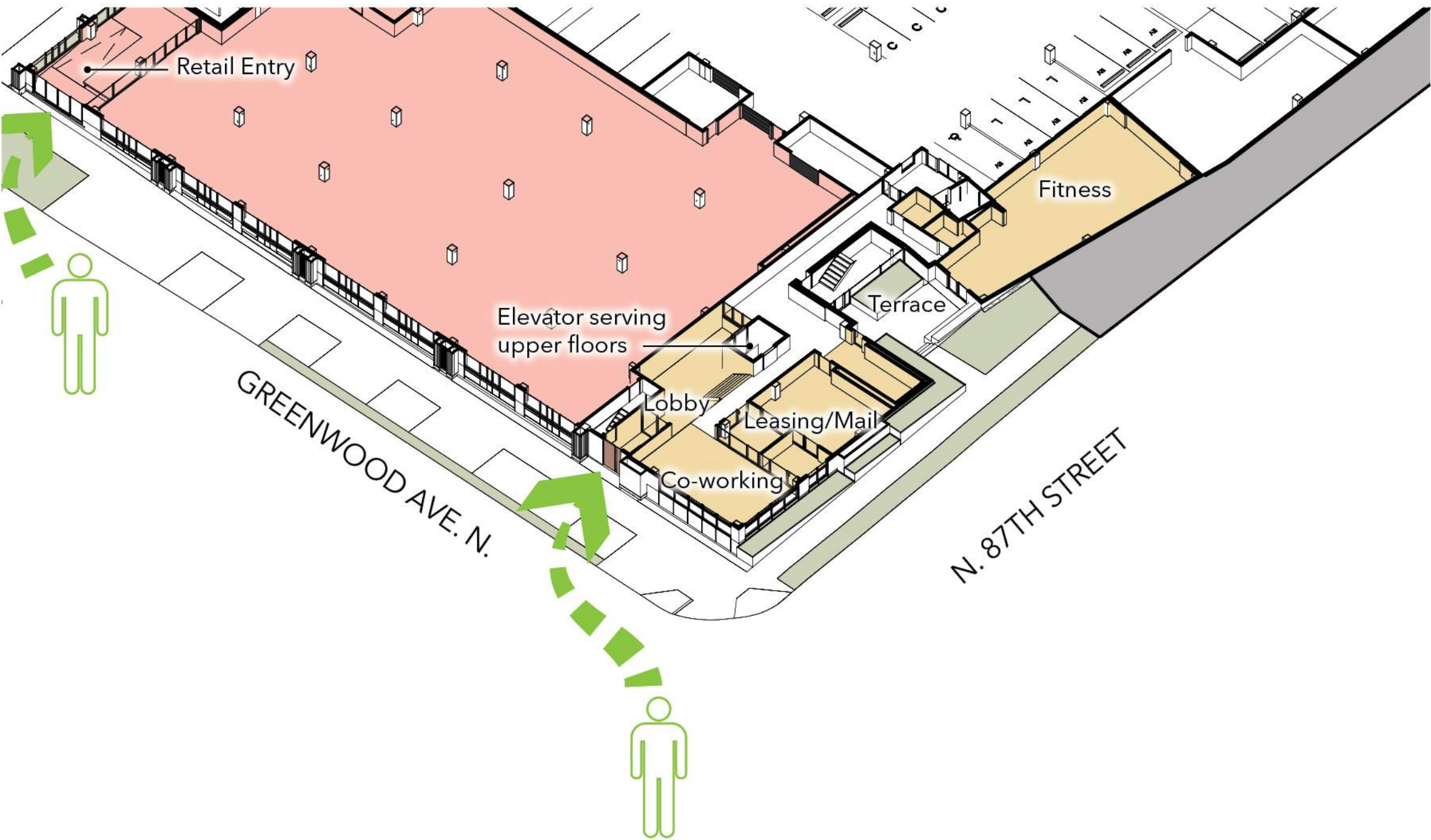
3. CORNER OF 87TH AND GREENWOOD

3c. The Board recognized the challenges presented by subsurface conditions and topography at this corner but agreed that engaging the street and creating opportunities for human interaction should be prioritized, citing the Flint Creek building as an appropriate precedent. (PL2-B-3)

Response:
The Citywide Design Guidelines (PL2-A-1) state,

"Provide access for people of all abilities in a manner that is fully integrated into the project design. Design entries and other primary access points such that all visitors can be greeted and welcomed through the front door."

The residential entry is located close to the corner in order to provide an accessible route to Level 1 (42" above the sidewalk) via a half-stop elevator. The Fair Housing Act and ADA require that the main entry of the building be on Greenwood. A ramp at this corner would be a cumbersome length and wheelchair lifts are not an inclusive design solution. Therefore, instead of locating the entry directly on the corner we have located it nearest the elevator that all building patrons can use, whether they have mobility disabilities or not.



EDG RESPONSE

4. GREENWOOD AVE. N.

The Board continued to support the schematic idea of this facade but agreed that it did not yet exhibit a clear compositional order.

4a. The Board suggested carrying some of the first-floor bay organization through to the upper level, as well as organizing the fenestration pattern (by ‘ganging’ units together) to create a legible hierarchy. (DC2-B, CS3-II-i)

Response:
The first floor bay organization has been carried through to the upper levels and unit windows have been ganged.

4c. The Board continued to support the idea of the horizontal gasket but had questions about its proportions relative to the larger facade and relationship to the ‘slot’ expression above the entry. (DC2, DC2-B)

The proportions of the vertical slot have been refined to have a better relationship to the horizontal gasket.

4d. The Board agreed that the simplicity of the upper massing could strengthen the first two floors, but that it needed further development. (DC2)

The upper massing has been further developed.



GREENWOOD FACADE, BEFORE



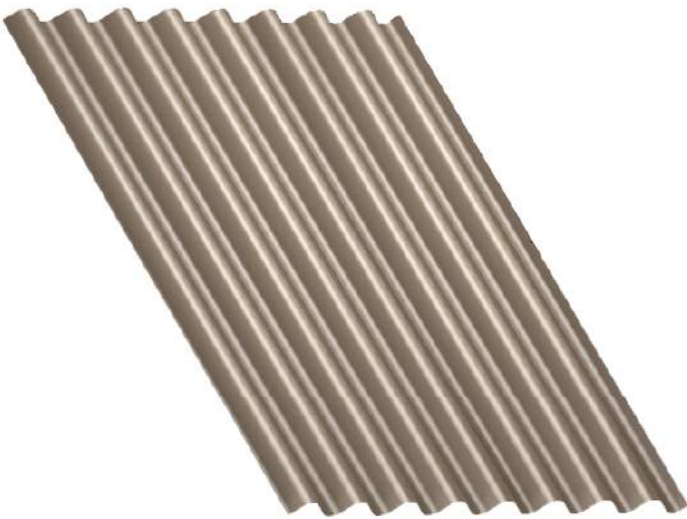
GREENWOOD FACADE, AFTER

EDG RESPONSE

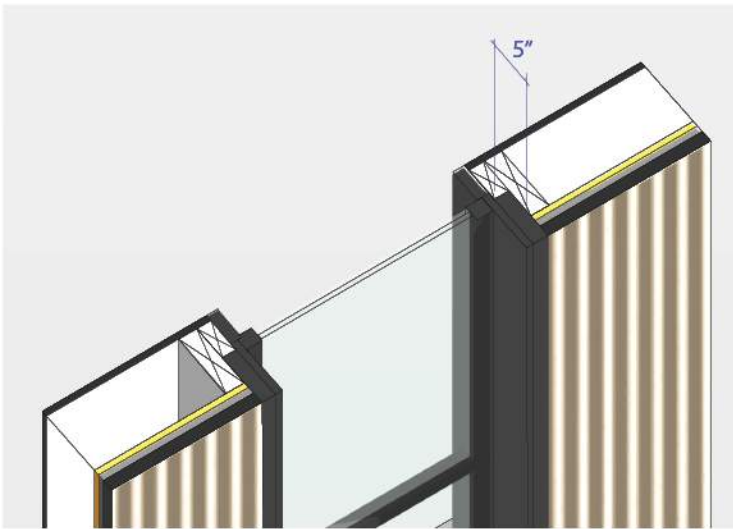
4. GREENWOOD AVE. N.

4b Echoing public comment regarding the flatness and lack of character of the upper massing, the Board gave guidance to explore the use of a cladding material with greater texture, and the development of window detailing that would create depth and shadow. (DC4-A-1, DC2-D-2)

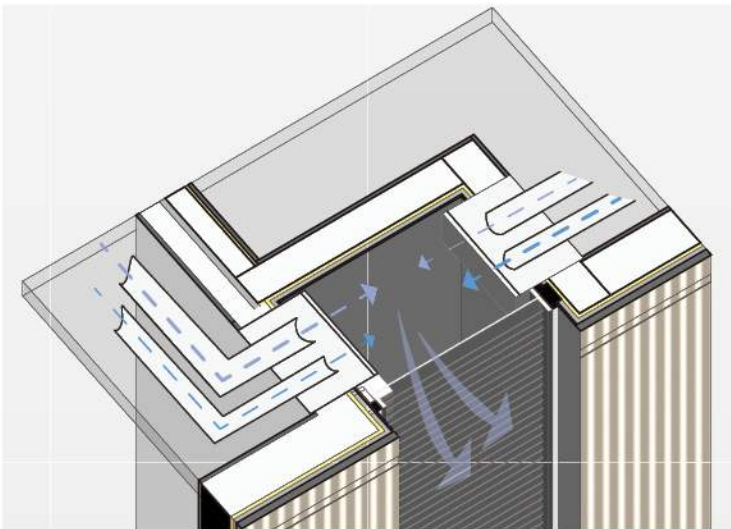
Response:
Textured metal siding is now proposed at the upper massing. The windows are recessed in the facade to create a greater sense of depth and more defined shadow line. These design moves, along with the carefully articulated Level 1 facade and Level 2 "reveal" creates the "*fine-grained scale, or 'texture,' particularly at the street level*" that the Citywide Design Guidelines (DC2-D-2) suggest.



1 CORRUGATED METAL PANEL



2 PLAN AXON OF RECESSED WINDOWS



3 PLAN AXON OF RECESSED VENTING LOUVERS



4 PLAN AXON OF VERTICAL ENTRY CARVE

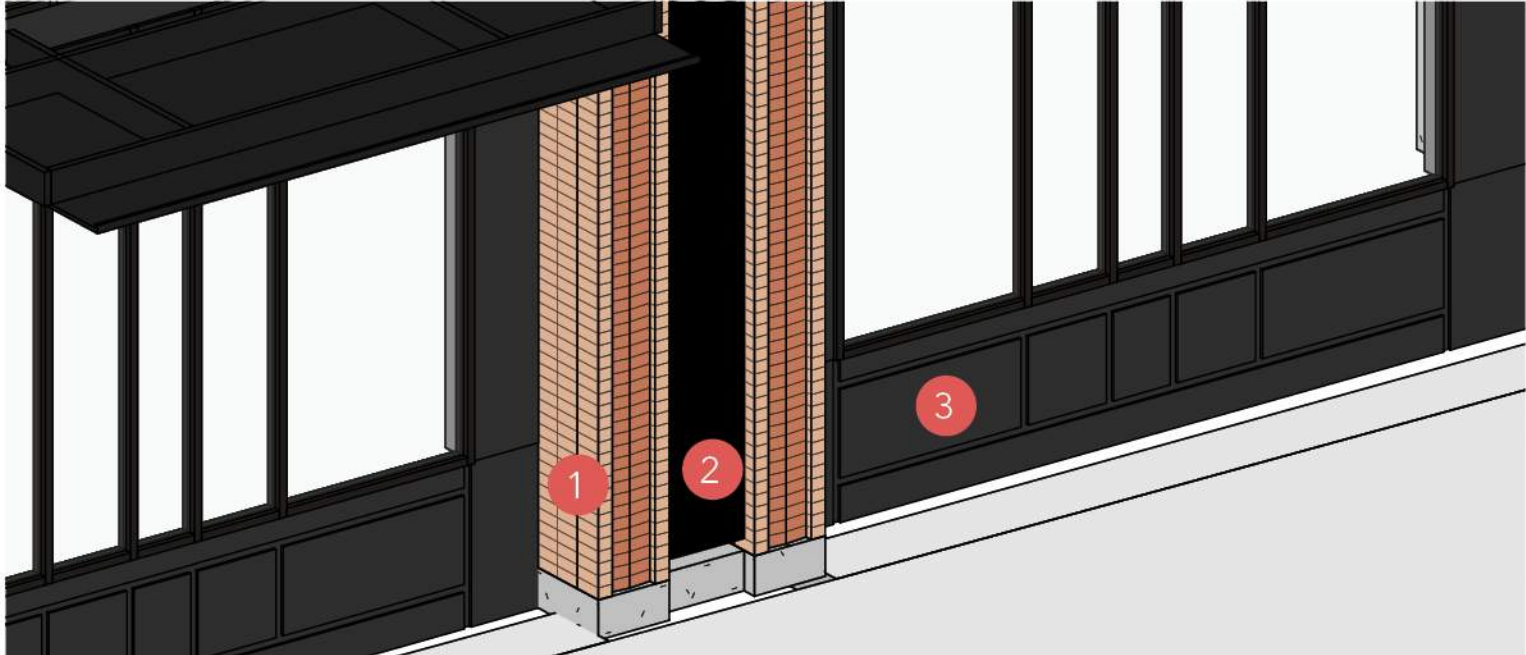
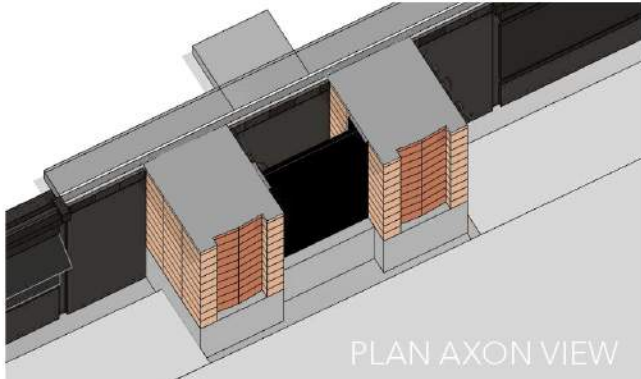
EDG RESPONSE

4. GREENWOOD AVE. N.

4e. The Board agreed that while the proposed materials and proportions of the ground-level facade clearly reference the Flint Creek precedent, the solution worked less well here and suggested further exploration. (DC2-B, CS3-II-i)

Response:
Proportions have been re-worked at the masonry bays to better align with the upper levels. Specialty detailing has been applied at the concrete plinth along the sidewalk and the brick pilasters.

- 1 CUSTOM BRICK PILASTER DETAIL
- 2 DARK BRONZE LOUVERS
- 3 CONCRETE PLINTH FORMWORK DETAILING



EDG RESPONSE

4. GREENWOOD AVE. N.

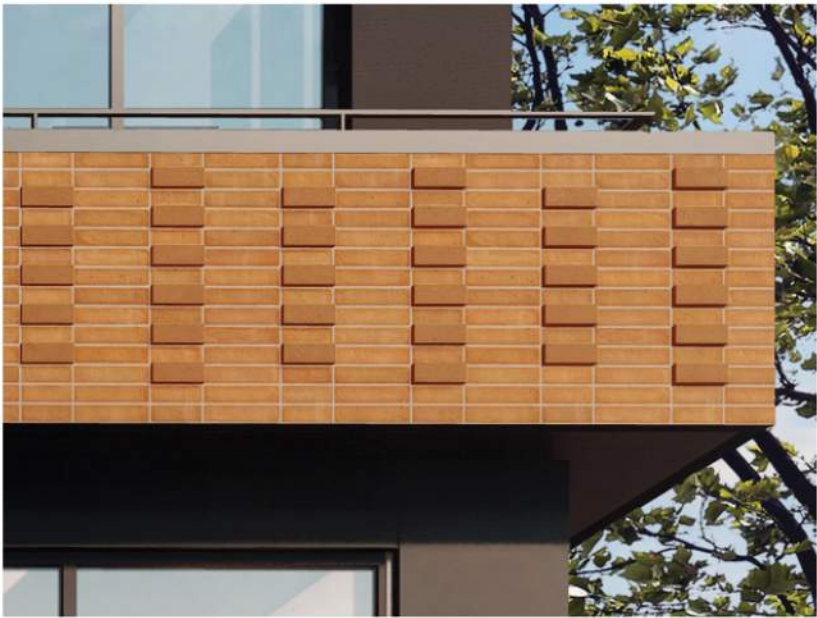
4f. The Board noted that the primary residential entrance is located in the narrowest bay on Greenwood and that although the ‘slot’ expression above would add emphasis, further development may be required to make the entry obvious, identifiable, and distinctive. (PL3-A-1)

Response:
A canopy and custom signage mark the entry and make it appear obvious and distinctive.

4g. The Board agreed that the canopy over the residential entrance should be articulated differently than those over the other bays to strengthen and distinguish this entry. (PL3-A-1)

The residential entry canopy is articulated differently than the retail canopies. A custom wood door is proposed at the residential entry. Custom signage incorporated in the building cladding is located north of the door.

4h. The Board agreed that both the expression of the corner and the identification of this primary entry should be considered together in developing a comprehensive solution. (DC2, DC2-B)
The corner and the entry have been considered together through the use of unique brick detailing and contrasting brick patterning at the residential and retail facades.



CUSTOM BRICK DETAILING AT PRIME SW BUILDING CORNER



BRICK DETAILING INSPIRATION IMAGE



TYPICAL RETAIL CANOPY



RESIDENTIAL ENTRY CANOPY

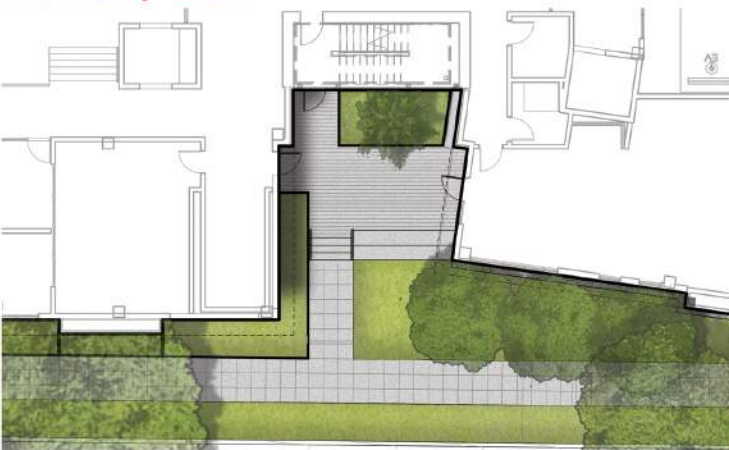
EDG RESPONSE

5. PEDESTRIAN ACCESS AND WAYFINDING

5a. The Board agreed that the relationship between the two entries was confusing from both a programming and wayfinding perspective. The Board gave guidance to explore options for clarifying this relationship, ideally by establishing an understandable hierarchy that is supported by wayfinding clues embedded in the architectural design. (PL3-A)

5b. The Board agreed that the resolution of this question should be tied to their guidance regarding corner development (see above). (DC)

Response:
There is now an understandable and clear hierarchy in the entries. The break between the building "bars" (pictured here) on 87th Street will serve as a secondary entry/exit for residents and buffered patio for residents using the fitness amenity. Access to this terrace has been squeezed to make the entry hierarchy clear.

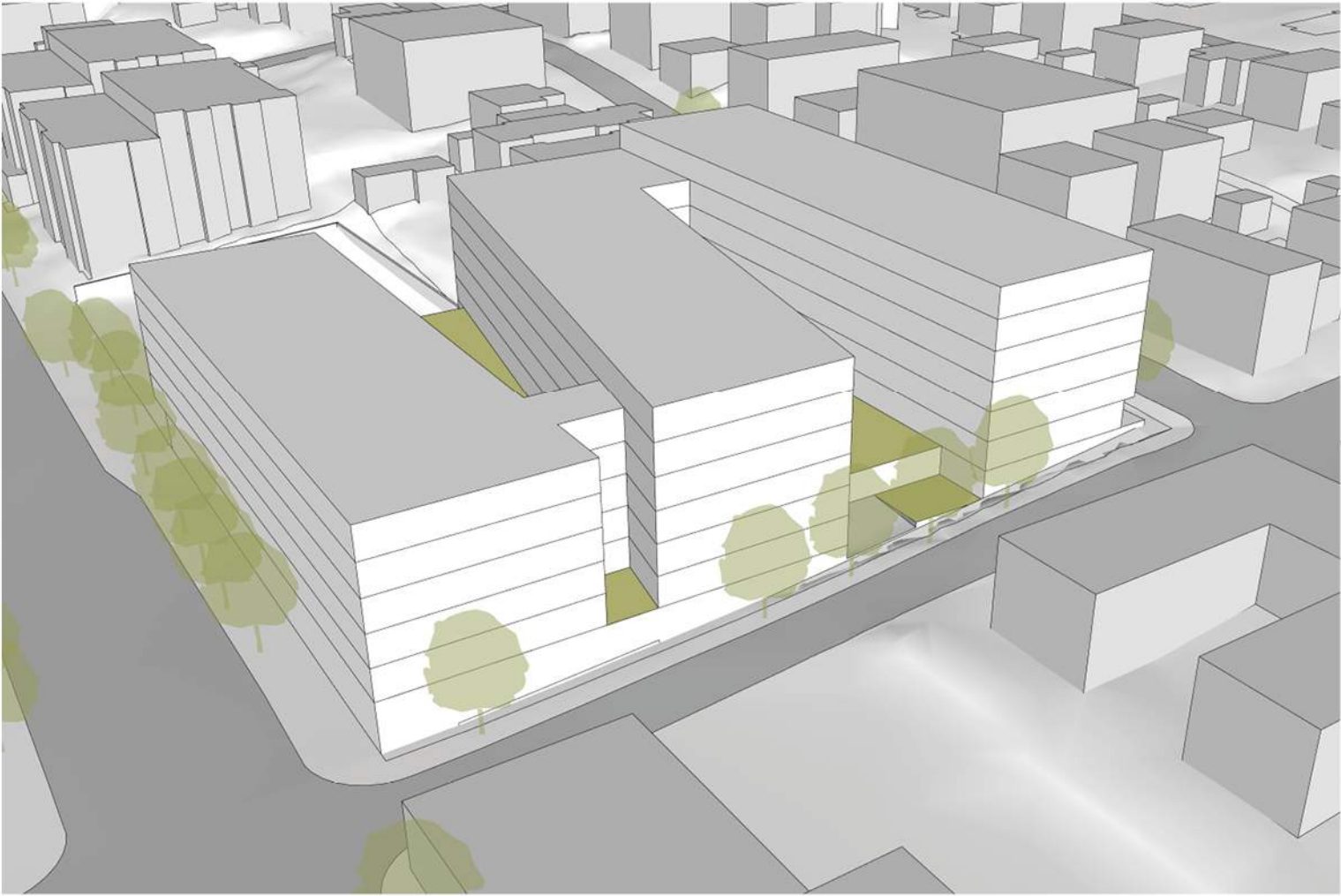


^ Fitness Terrace Plan View



EDG RECAP
PREVIOUS MASSING SCHEMES

EDG 1 MASSING



EDG RECAP
PREVIOUS MASSING SCHEMES

EDG 2 MASSING



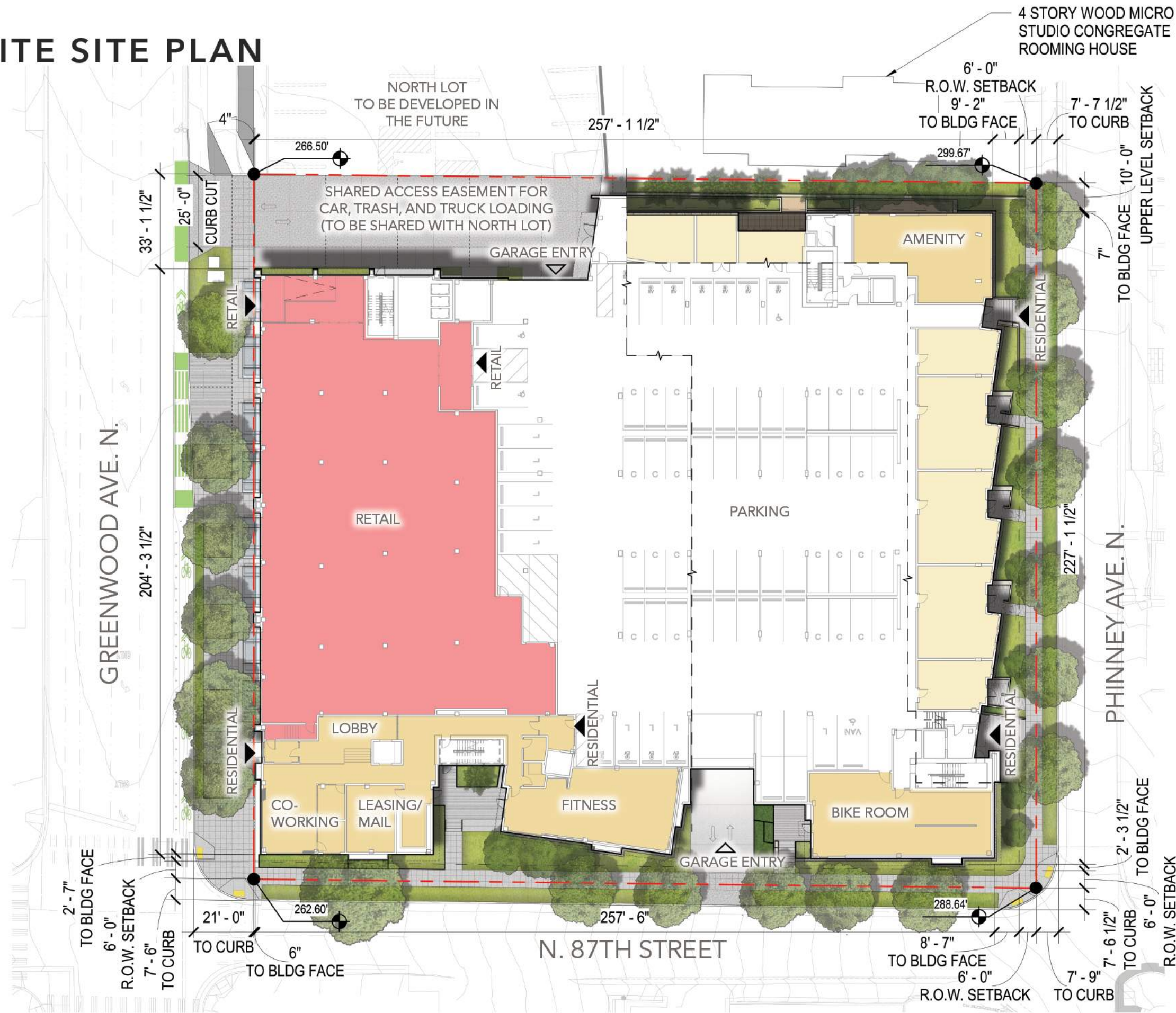
UPDATED MASSING
VIEW FROM 87TH + GREENWOOD



UPDATED MASSING
VIEW FROM 87TH + PHINNEY

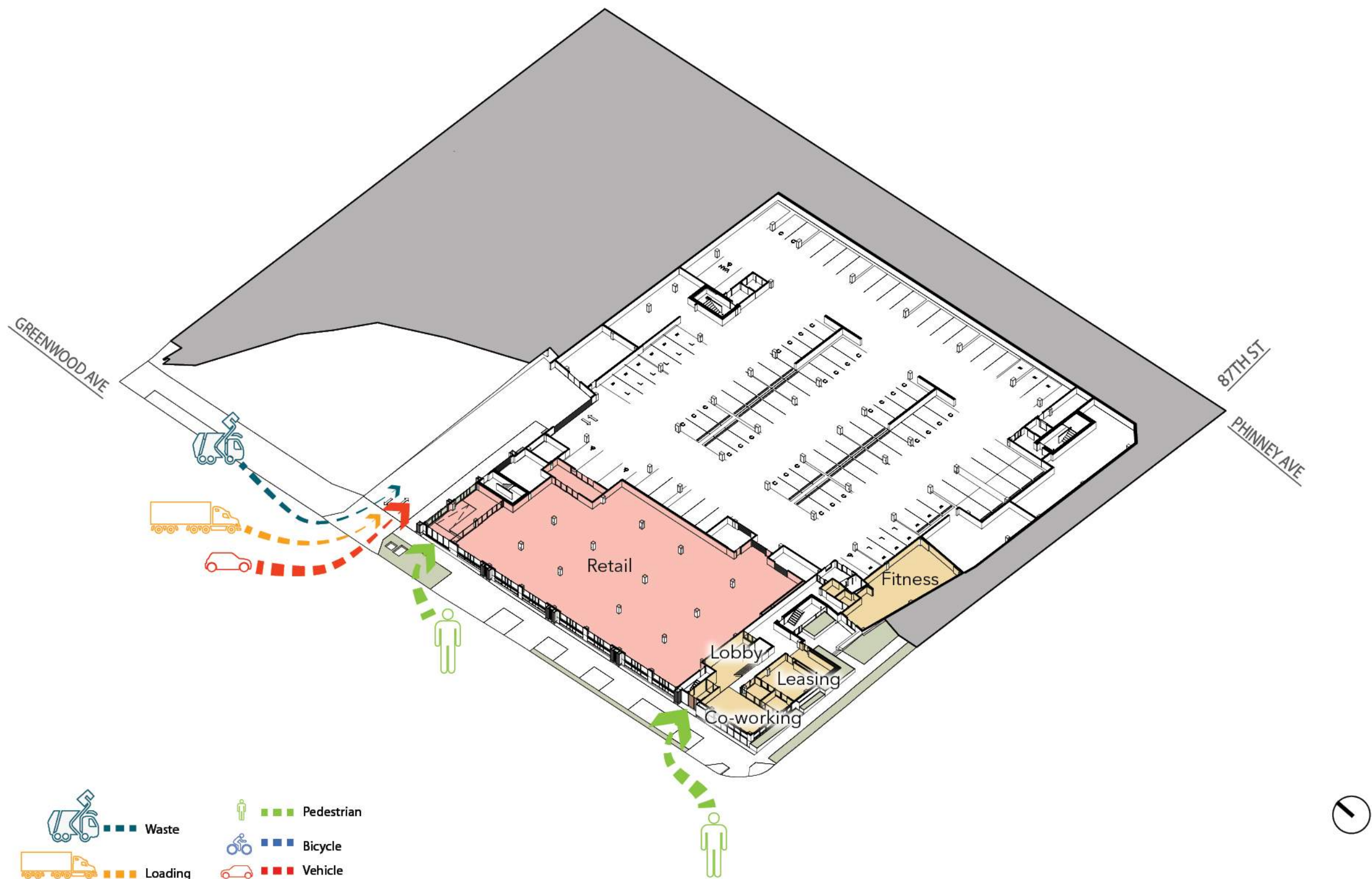


COMPOSITE SITE PLAN



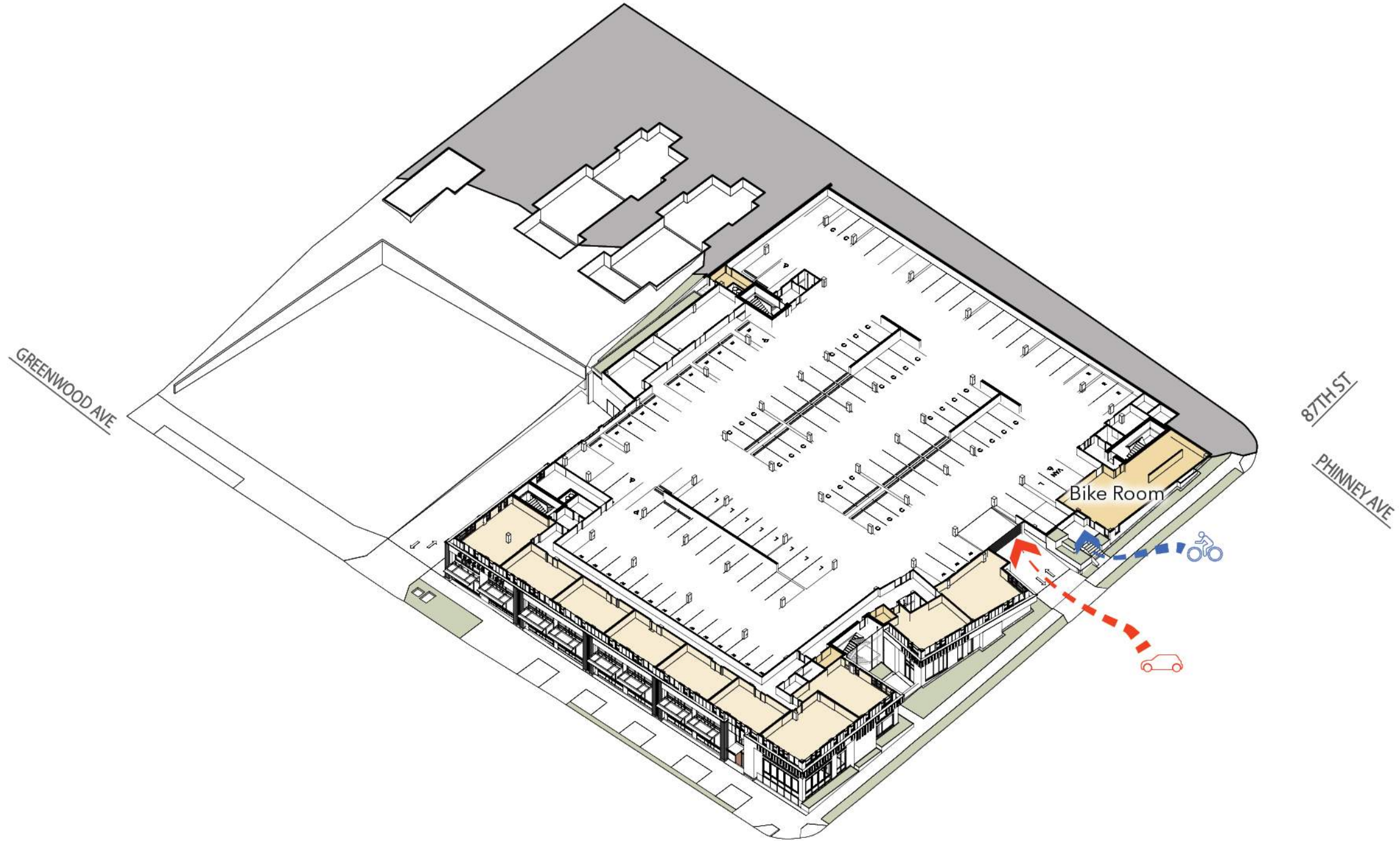
SITE ACCESS

LEVEL 1



SITE ACCESS

LEVEL 2



 Waste

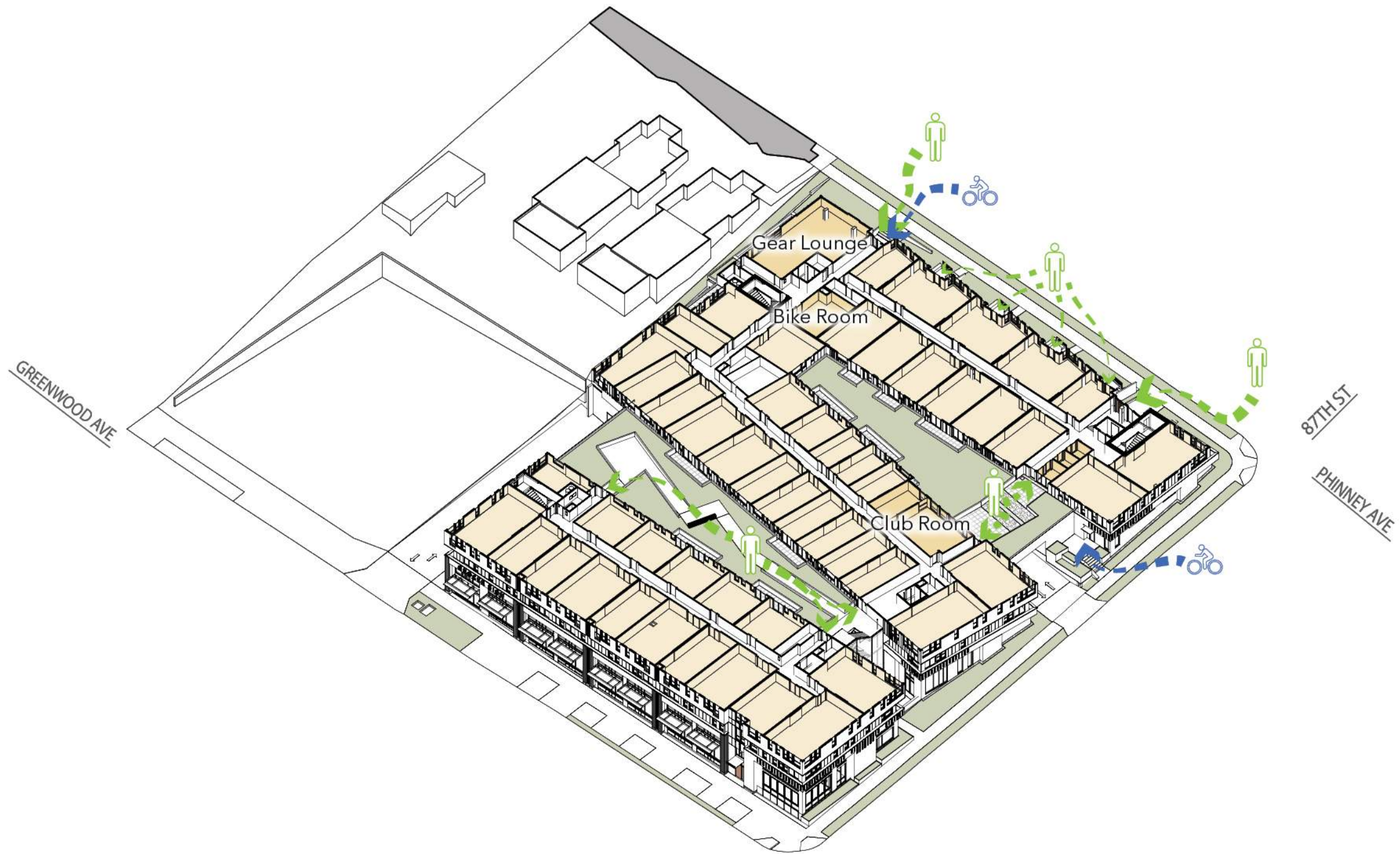
 Loading



 Pedestrian



 Bicycle



 Vehicle



SITE ACCESS
LEVEL 3





 Waste

 Loading

 Pedestrian

 Bicycle

 Vehicle

FLOOR PLANS

LEVEL 1



View at Greenwood Ave N & N 87th St



View along N 87th St

FLOOR PLANS

LEVEL 2



View at Greenwood Ave N & N 87th St



View along N 87th St

FLOOR PLANS

LEVEL 3



View at Greenwood Ave N & N 87th St



View along N 87th St

FLOOR PLANS

LEVEL 4 + 5



View at Greenwood Ave N & N 87th St



View along N 87th St

FLOOR PLANS

LEVEL 6



View at Greenwood Ave N & N 87th St



View along N 87th St

FLOOR PLANS

LEVEL 7



View at Greenwood Ave N & N 87th St



View along N 87th St

FLOOR PLANS

LEVEL 8



View at Greenwood Ave N & N 87th St




View along N 87th St

MATERIALS PALETTE

THE HEMLOCK



BOARD & BATTEN
HARDIE PANEL SW 7566
WESTHIGHLAND WHITE



WHITE VINYL
WINDOWS



WOOD VERTICAL SHIPLAP CHARACTER

PHINNEY AVE N FACADE



CORRUGATED METAL PANEL AEP SPAN NU WAVE COOL
METALLIC CHAMPAGNE



VERTICAL CEMENTITIOUS
PANEL SMOOTH SW 7020
BLACK FOX



BLACK VINYL
WINDOWS

REVEAL ELEMENTS



METALLIC SCREEN BRONZE



METALLIC SCREEN BRONZE



1 GREENWOOD COMMERCIAL
BRICK STACK BOND
STANDARD/NORMAN WALL
CAP- SEPIA MISSION



2 GREENWOOD COMMERCIAL BRICK STACK BOND STANDARD- SEPIA
SMOOTH & GOLDENROD SMOOTH





METAL ELEMENTS-
DARK BRONZE

ELEVATIONS

WEST ELEVATION (GREENWOOD AVE N)



- 1 CORRUGATED METAL PANEL- AEP SPAN NU-WAVE- COOL METALLIC CHAMPAGNE
- 2 BRICK- STACK BOND- ALTERNATING NORMAN & STANDARD- SEPIA SMOOTH
- 3 BRICK- STACK BOND- STANDARD- SEPIA MISSION
- 4 VERTICAL CEMENTITIOUS PANEL- SMOOTH- SW 7020 BLACK FOX
- 5 WOOD- VERTICAL SHIPLAP- SW 7020 BLACK FOX
- 6 STOREFRONT- DARK BRONZE ALUMINUM
- 7 LOUVERS- DARK BRONZE
- 8 METAL PANEL- DARK BRONZE
- 9 CUSTOM STEEL CANOPY - DARK BRONZE
- 10 BLACK VINYL WINDOWS



1



2



3



4

5



6

7

8

9

ELEVATIONS

SOUTH ELEVATION (N 87TH STREET)



- 1 CORRUGATED METAL PANEL- AEP SPAN NU-WAVE- COOL METALLIC CHAMPAGNE
- 2 BRICK- STACK BOND- ALTERNATING NORMAN & STANDARD- SEPIA SMOOTH
- 3 VERTICAL CEMENTITIOUS PANEL- SMOOTH- SW 7020 BLACK FOX
- 4 STOREFRONT- DARK BRONZE ALUMINUM
- 5 METAL PANEL- DARK BRONZE
- 6 REPURPOSED TREE GRATES FROM N 87TH STREET AS SCREENING
- 7 METALLIC SCREEN- BRONZE
- 8 BLACK VINYL WINDOWS



1



2



3

4

5



6



7

ELEVATIONS

EAST ELEVATION (PHINNEY AVE N)



- 1 CORRUGATED METAL PANEL- AEP SPAN NU-WAVE- COOL METALLIC CHAMPAGNE
- 2 BOARD & BATTEN HARDIE PANEL - SW 7566 WESTHIGHLAND WHITE
- 3 WOOD- 5" EXPOSURE VERTICAL SHIPLAP- CHARACTER
- 4 VERTICAL CEMENTITIOUS PANEL- SMOOTH- SW 7020 BLACK FOX
- 5 CAST-IN-PLACE CONCRETE
- 6 BRICK- STACK BOND- ALTERNATING NORMAN & STANDARD- SEPIA SMOOTH
- 7 BLACK VINYL WINDOWS
- 8 WHITE VINYL WINDOWS
- 9 STOREFRONT- DARK BRONZE ALUMINUM
- 10 REPURPOSED TREE GRATES FROM N 87TH STREET AS SCREENING



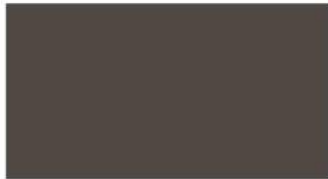
1



2



3



4



5

ELEVATIONS

NORTH ELEVATION



- 1 CORRUGATED METAL PANEL- AEP SPAN NU-WAVE- COOL METALLIC CHAMPAGNE
- 2 BRICK- STACK BOND- STANDARD- SEPIA MISSION
- 3 VERTICAL CEMENTITIOUS PANEL- SMOOTH- SW 7020 BLACK FOX
- 4 WOOD- VERTICAL SHIPLAP- SW 7020 BLACK FOX
- 5 PAINTED CONCRETE- SW 7020 BLACK FOX
- 6 STOREFRONT- DARK BRONZE ALUMINUM
- 7 CAST-IN-PLACE CONCRETE
- 8 BLACK VINYL WINDOWS



1



2



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4

5



6



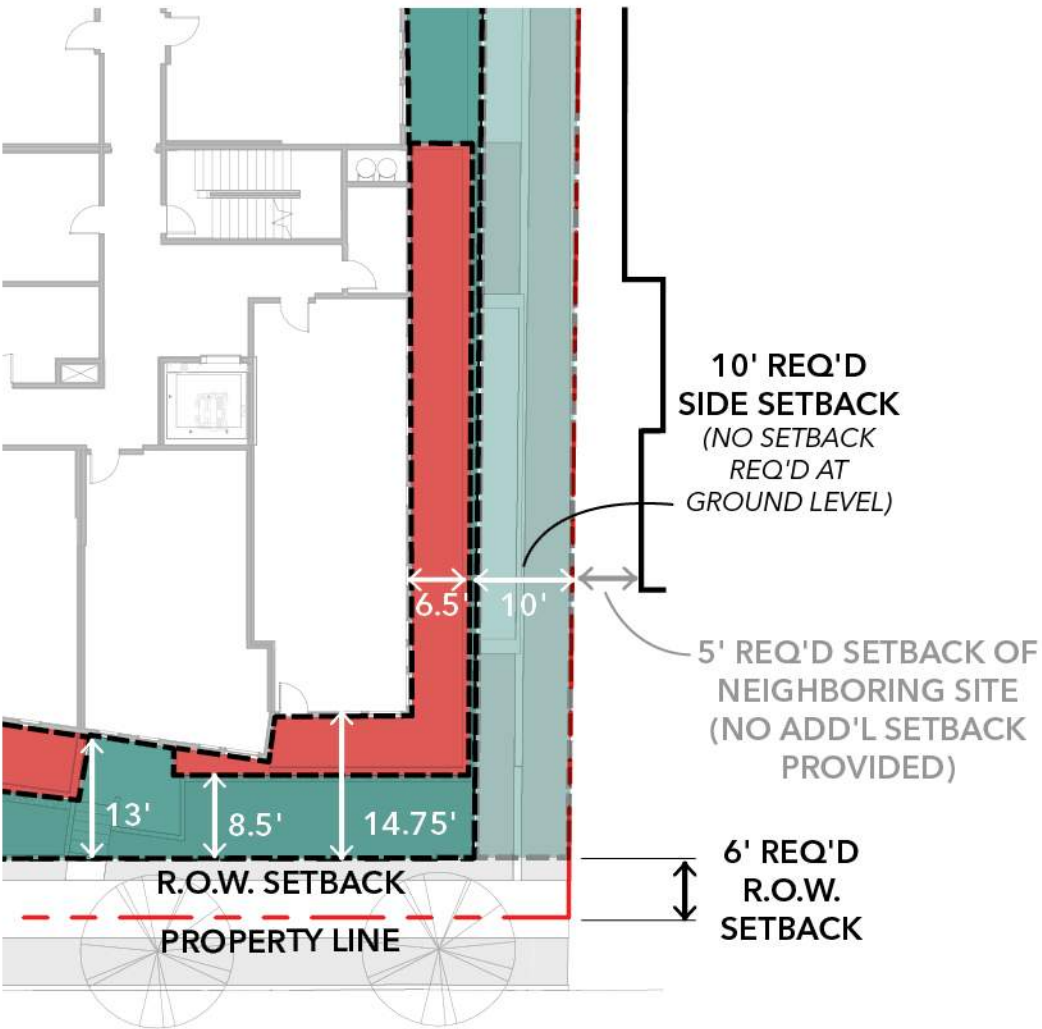
7

PRIVACY STUDY
 PARTIAL NORTH ELEVATION (FENESTRATION OVERLAY)



PRIVACY STUDY

SIDE SETBACK COMPARISON AT NE BUILDING CORNER

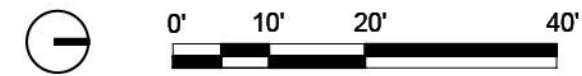


PHINNEY AVE. N.

- ADD'L UPPER-LEVEL SETBACK
- ADD'L LOWER-LEVEL SETBACK

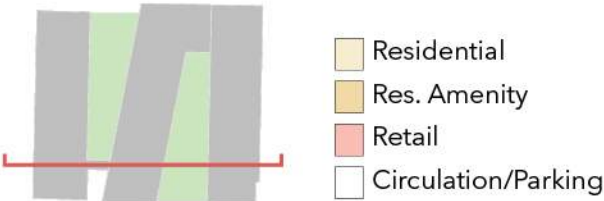
PLAN DIAGRAM

ADDITIONAL SETBACKS AT ZONE TRANSITIONS



BUILDING SECTIONS

EAST / WEST

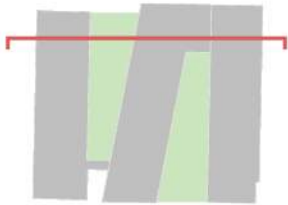


BUILDING SECTIONS

EAST / WEST



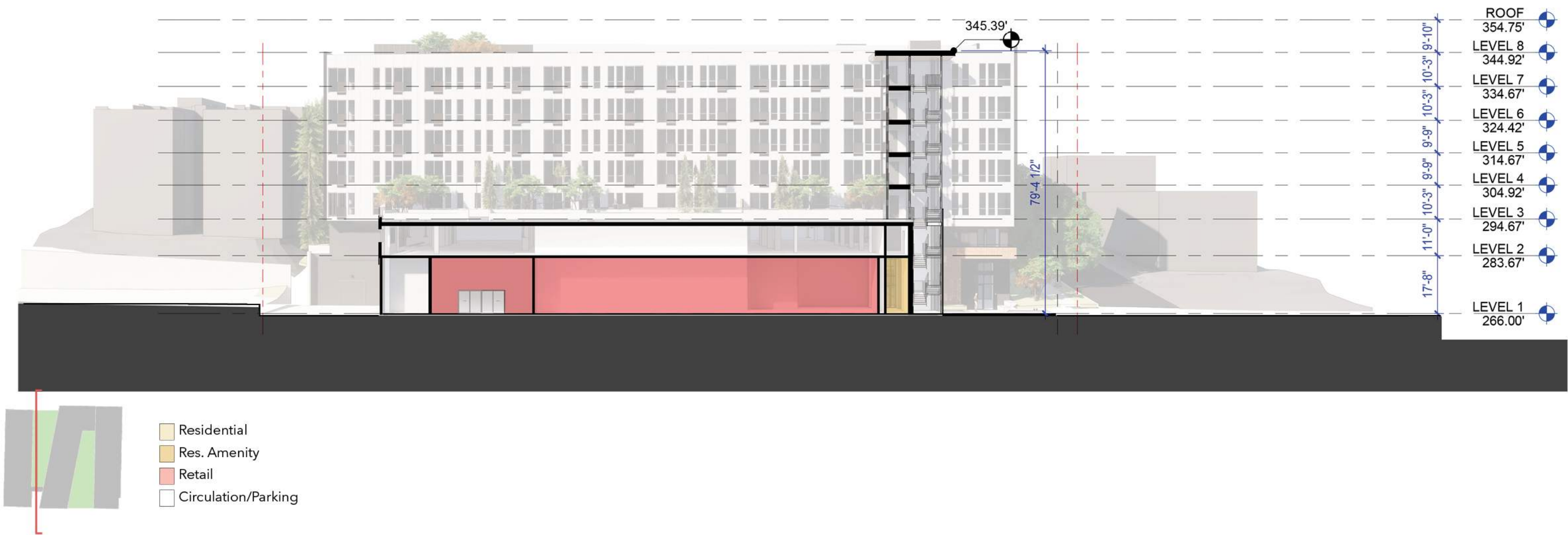
ROOF	354.75'
LEVEL 8	344.92'
LEVEL 7	334.67'
LEVEL 6	324.42'
LEVEL 5	314.67'
LEVEL 4	304.92'
LEVEL 3	294.67'
LEVEL 2	283.67'
LEVEL 1	266.00'



- Residential
- Res. Amenity
- Retail
- Circulation/Parking

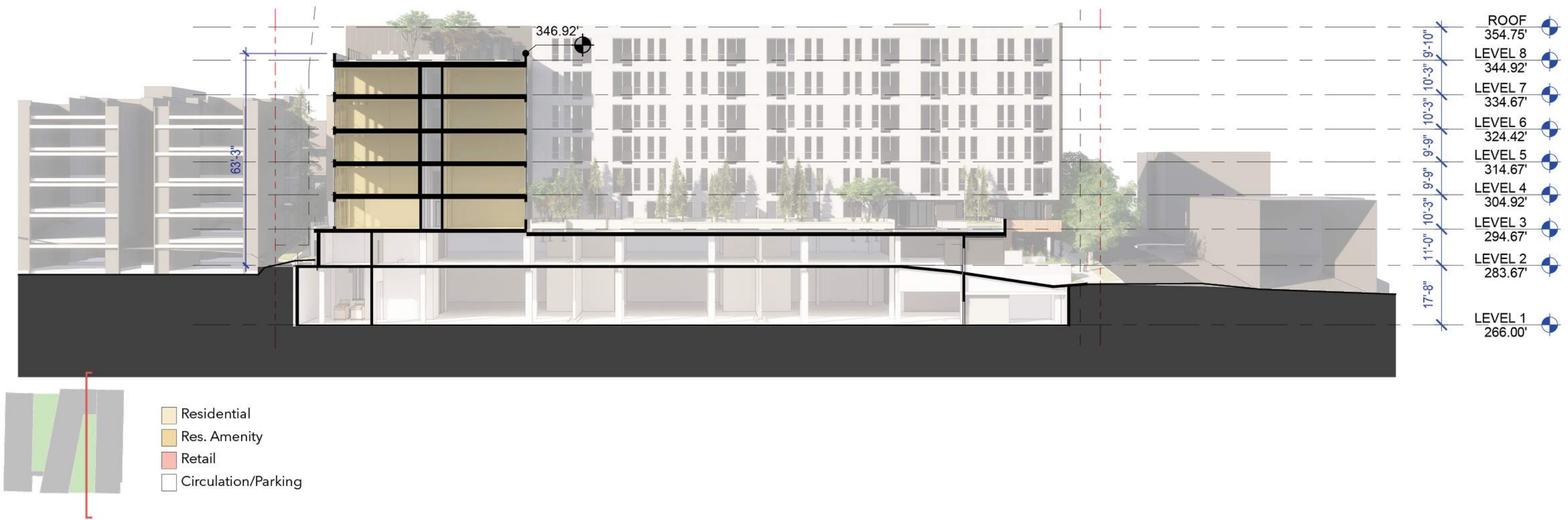
BUILDING SECTIONS

NORTH / SOUTH



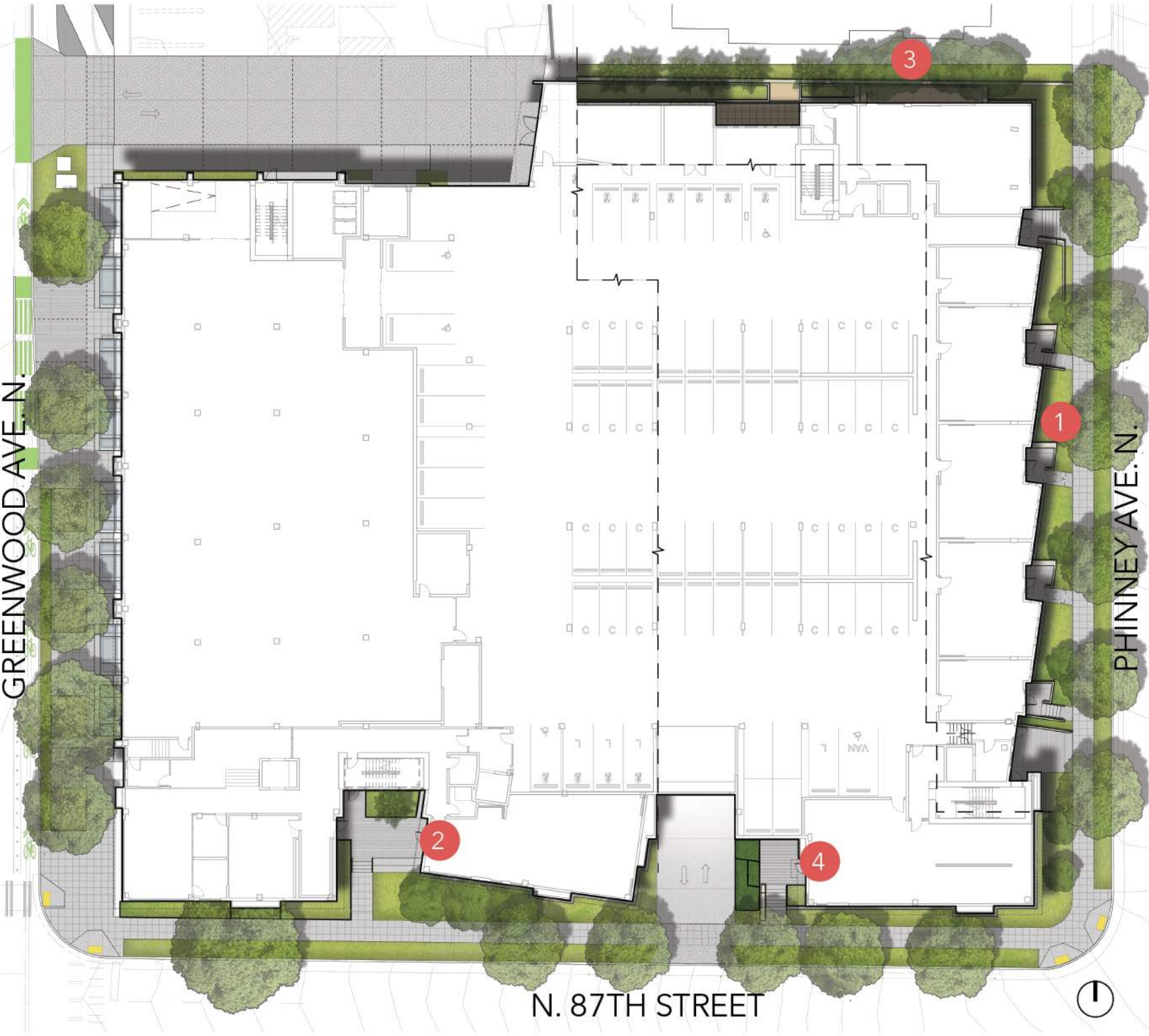
BUILDING SECTIONS

NORTH / SOUTH



LANDSCAPE DESIGN

LANDSCAPE - GROUND LEVEL PLAN



Pinney Stoops



Amphitheater steps at Fitness Terrace



Gear Garage Terrace



Cascades and Bike Runnel at Bike Terrace



Standard Sidewalk



Decorative Sidewalk



Permeable Tree Wells



Dk. Bronze Planters

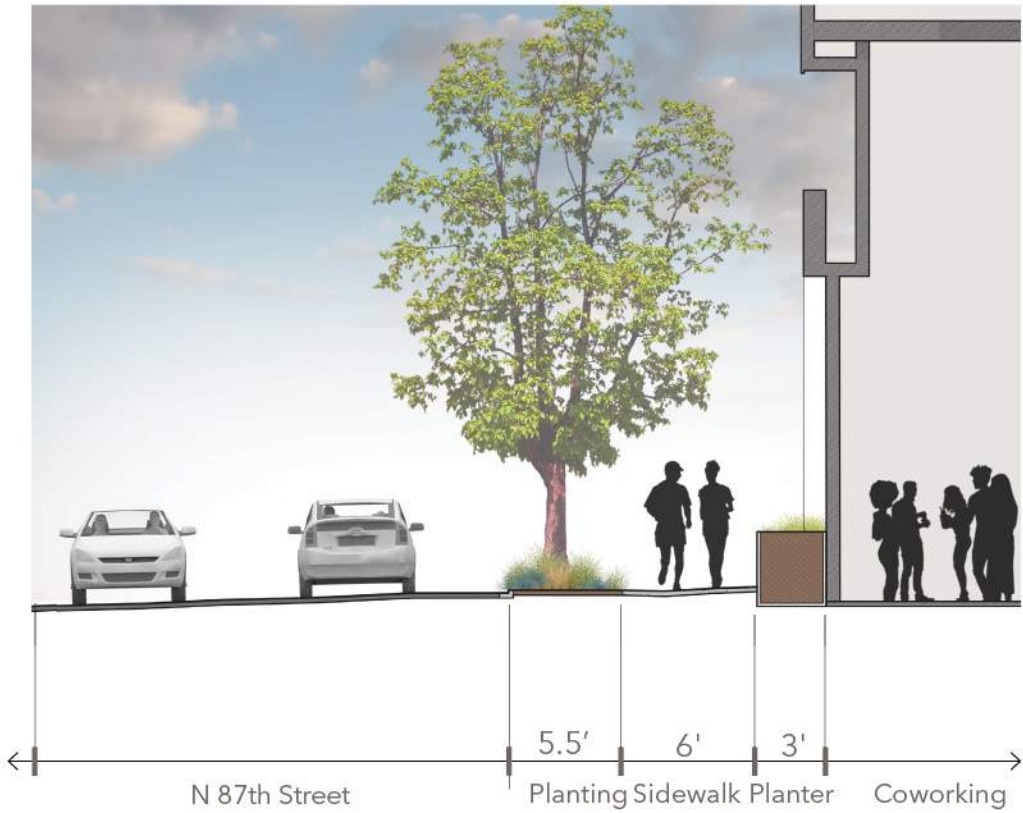


Concrete Planter Walls

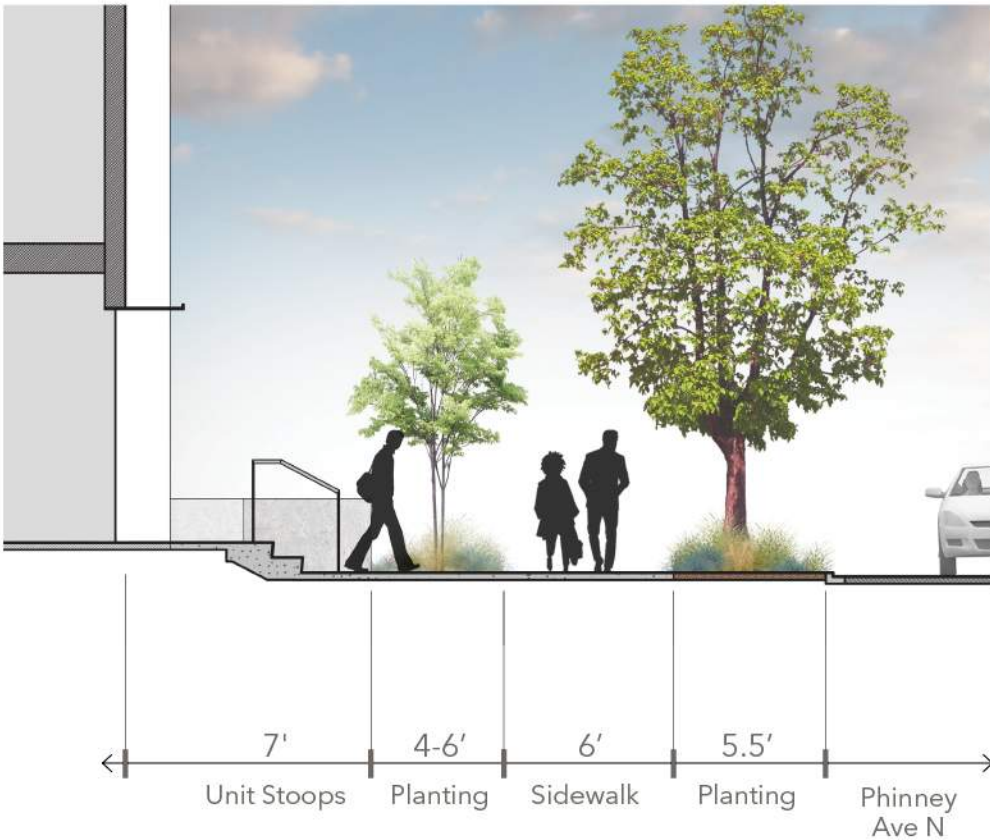


Tan Pedestal Pavers

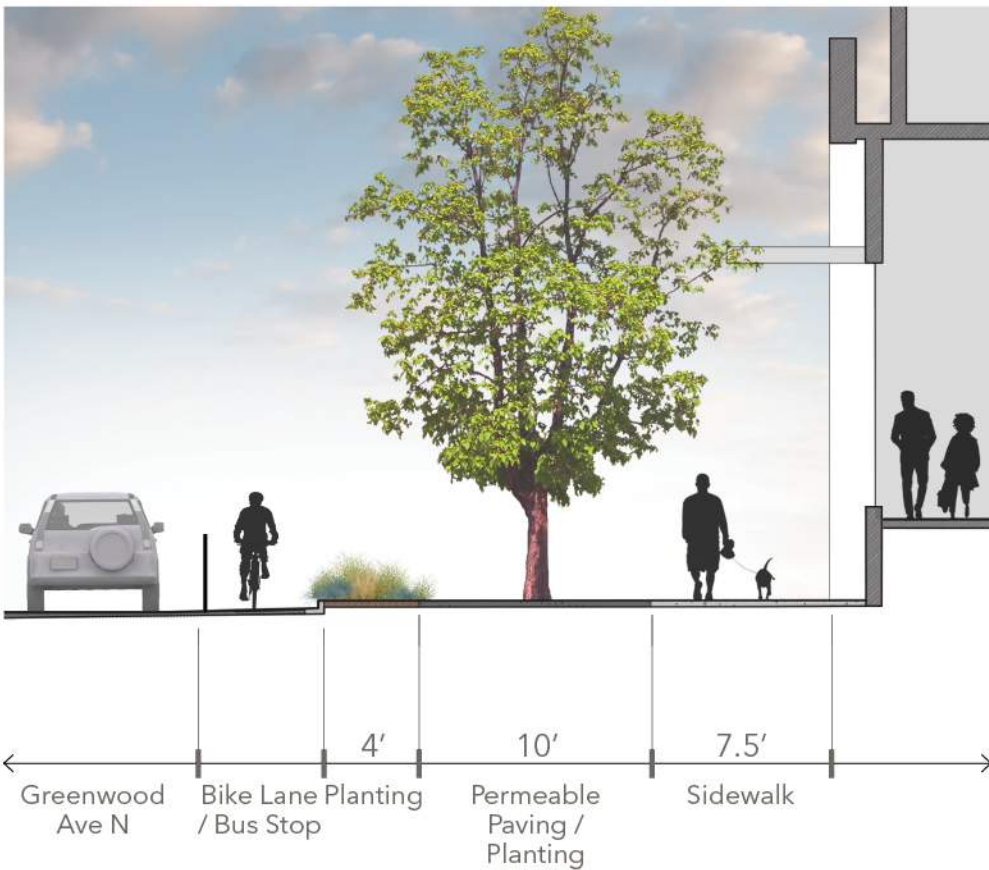
LANDSCAPE - STREETSCAPE SECTIONS



Section 1: N 87th Street



Section 2: Phinney Ave N



Section 3: Greenwood Ave N*



* The pictured street improvements on Greenwood Ave. N. are contingent on the passage of Departure No. 2.

LANDSCAPE - ENHANCED GREENWOOD STREET IMPROVEMENTS*

* The pictured street improvements on Greenwood Ave. N. are contingent on the passage of Departure No. 2.



1 Raised bike lane and bus stop



2 Special pavement scoring pattern at select locations along streetscape



3 Lush planting strips at curb



4 Permeable surfacing at tree wells



5 Bike lane dividers



6 Pedestrian safety signage

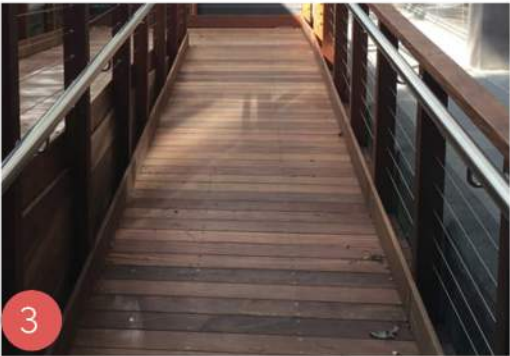
LANDSCAPE - LEVEL 3 COURTYARD



Boardwalk Gathering Area



Sunken Patios



Sloped Boardwalk



Amenity Courtyard



Tan Pedestal Pavers



Grey Pedestal Pavers



Bamboo Decking



Weathered Steel Runnel



Concrete Planter Walls



Dk. Bronze Planters



Wood Privacy Screens

LANDSCAPE - ROOF TERRACE PLAN



1
Rooftop Lounge



2
Sloped Lawn



3
Covered Rooftop Amenity



4
Intimate Seating Areas



Tan Pedestal Pavers



Bamboo Decking



Artificial Turf



Dk. Bronze Planters

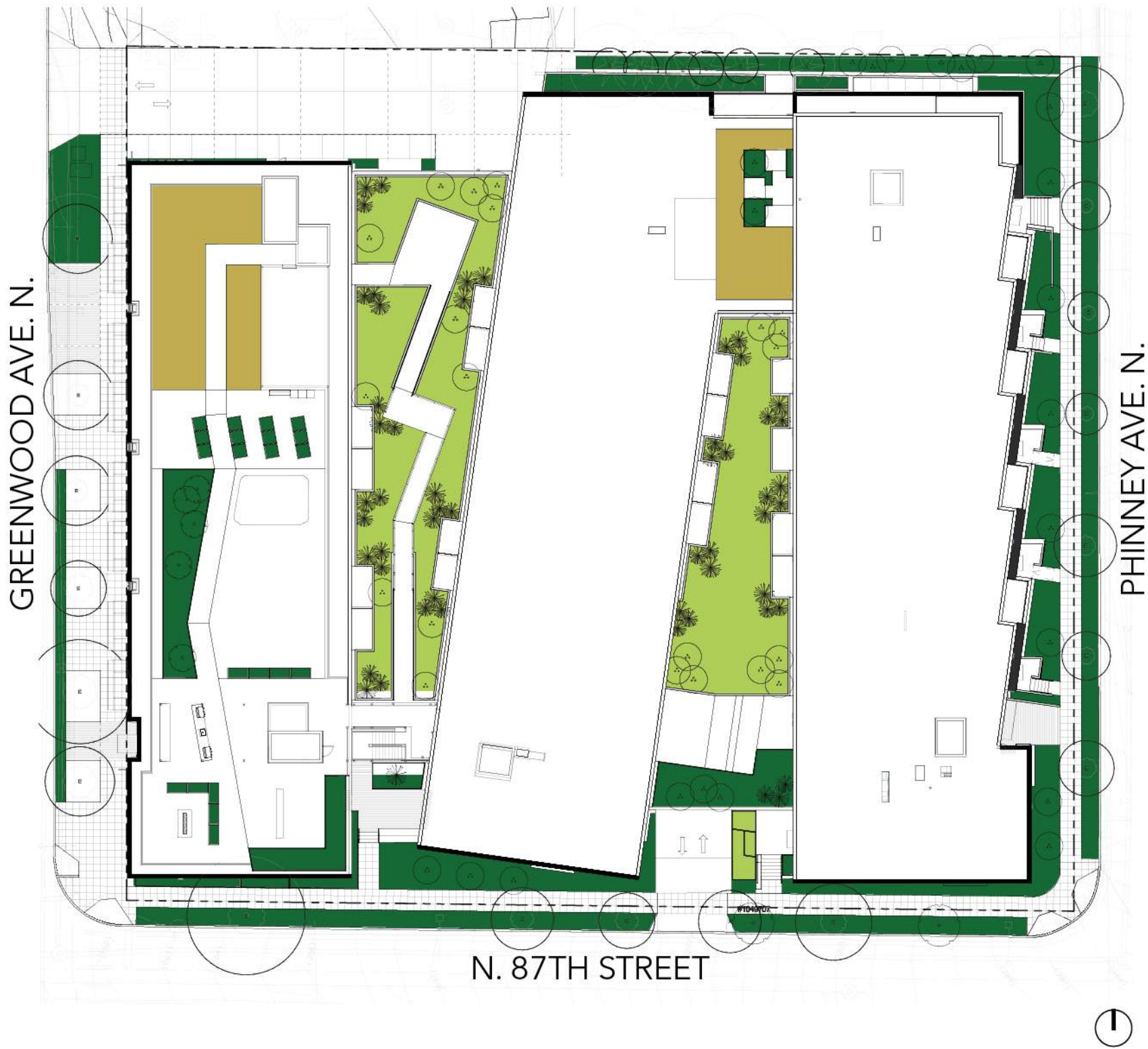


Wood Privacy Screens



Crushed Rock

LANDSCAPE - PLANTING DIAGRAM



BIORETENTION:



Acorus gramineus 'Ogon'



Cornus sericea 'Kelsey'



Carex elata 'Aurea'



Calluna vulgaris 'Firefly'



Erica carnea 'Golden Scarlet'



Vaccinium macrocarpon



Vaccinium vitis-idaea



Carex obnupta



Amelanchier X grandiflora



Tsuga mertensiana

PLANTED AREAS:



Carex elata 'Aurea'



Erica carnea 'Golden Scarlet'



Calluna vulgaris 'Firefly'



Cornus sericea 'Kelsey'



Carex obnupta



Pittosporum tobira 'Wheeler's Dwarf'



Berberis thunbergii 'Goruzam'



Molinia caerulea 'Variegata'



Acer circinatum



Deschampsia cespitosa



Gaultheria shallon



Amelanchier X grandiflora



Acer X freemanii 'Armstrong'

EXTERIOR LIGHTING PLAN



- 

1 SCONCE - AT MASONRY COLUMNS ALONG GREENWOOD AVE. N.
- 

2 SCONCE - AT STOREFRONT ALONG GREENWOOD AVE. N.
- 

3 LINEAR LIGHT - AT GARAGE ENTRY SOFFIT
- 

4 SCONCE - AT RESIDENTIAL ENTRIES
- 

5 SCONCE - AT SECONDARY RESIDENTIAL ENTRIES
- 

6 SCONCE - AT STOOPS ALONG PHINNEY AVE. N.
- 

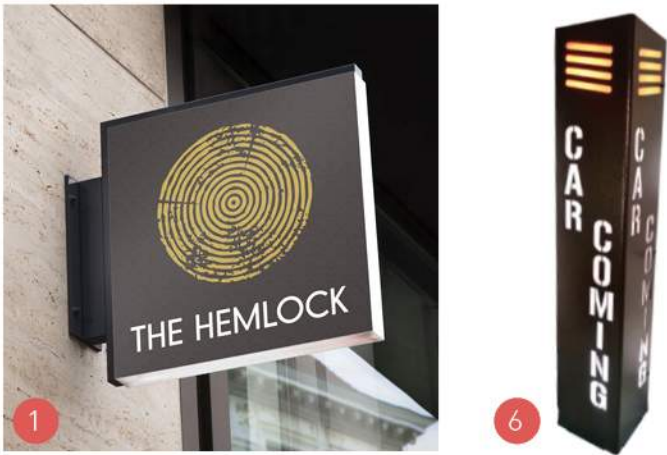
7 STEP LIGHT - AT COURTYARD & STOOP PATIOS
- 

8 SCONCE - AT UTILITY AREAS
- 

9 STRING LIGHTS - AT COURTYARD AMENITY

EXTERIOR SIGNAGE

SIGNAGE EXAMPLES



- 1 BLADE SIGN FOR RESIDENTIAL AND GROCERY USES
- 2 DIRECTIONAL BLADE SIGN FOR PARKING
- 3 GROCER WALL SIGN
- 4 UNDER-MARQUEE SIGN
- 5 BACK-LIT REVERSE CUT STEEL PLATE
- 6 PEDESTRIAN SAFETY SIGNAGE*
*contingent on curb cut departure



PERSPECTIVE VIEW OF CORNER OF 87TH & GREENWOOD



RESIDENTIAL ENTRY



GROCER ENTRY VIEW

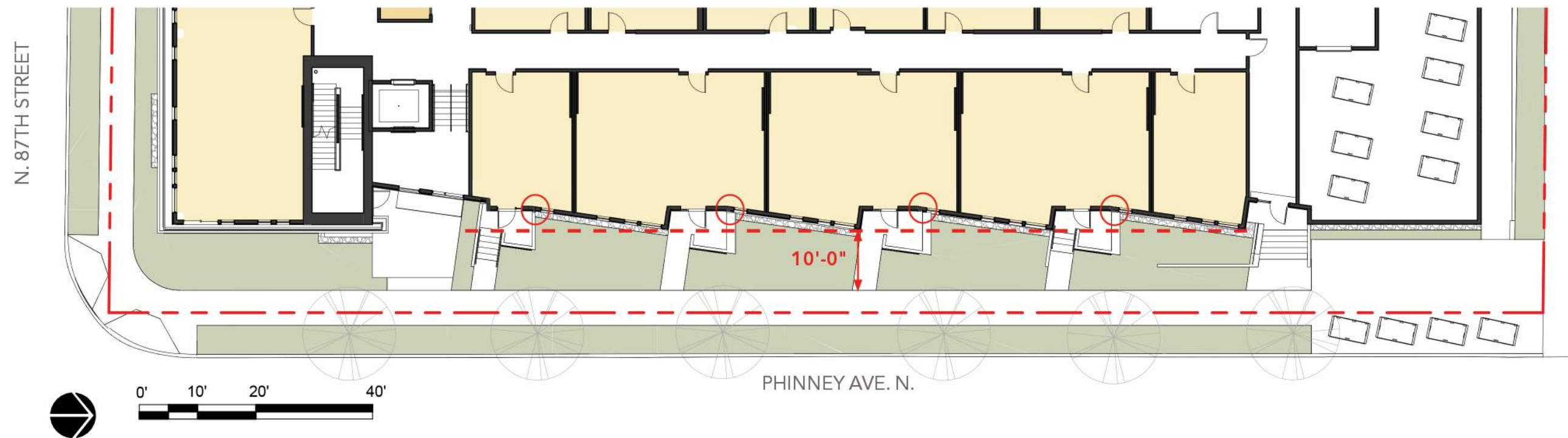
DEPARTURES

DEPARTURES

1. PHINNEY FLOOR AREA

DEPARTURE SYNOPSIS	DRB FEEDBACK FROM EDG #1	DRB FEEDBACK FROM EDG #2	APPLICANT RESPONSE
<p>CODE SECTION: 23.47A.008.D.2</p> <p>REQUIREMENTS: Where residential uses are located along a street-level, street-facing facade:</p> <p>The floor of a dwelling unit located along the street-level, street-facing facade shall be at least 4 feet above or 4 feet below sidewalk grade or be set back at least 10 feet from the sidewalk.</p> <p>REQUESTED DEPARTURE: A departure is requested for 9 SF of space within the setback on the east face of the building, adjacent to Phinney Ave. N.</p> <p>RATIONALE: Per exception 'a', an accessible route to the unit is not achievable if the standard is applied or existing site conditions such as topography make access impractical if the standard is applied.</p> <p>Due to the topography of Phinney Ave. N. and accessibility requirements, some units at street level will not comply. Non-compliant dwelling units at street level will be set back 9'-2" from the sidewalk.</p>	<p>The Board indicated their preliminary openness to the possibility of granting this departure, however, they agreed that the request needs to specifically demonstrate how the proposed departure results in an outcome that is better than a code compliant solution and better meets the adopted Design Guidelines. To better understand this request, the Board asked that a code-compliant solution be provided for comparison.</p>	<p>The Board indicated their continued openness to this departure provided that the design responds to the guidance provided under the Height, Bulk and Scale at Phinney Avenue N section and that the ground level units are detailed and configured to enjoy both privacy and interaction with the street level. At the next meeting they will review the request closely for how the proposed departure will help the project better meet the adopted Design Guidelines than a code compliant solution. The code-compliant solution should continue to be included in the documents for comparison. (CS2-B-2, PL2, PL3)</p>	<p>The area of non-compliant floor area has decreased from ~190 SF (shown the EDG 2) scheme to ~9 SF.</p> <p>This departure allows for the vertical inset stoop modulation bringing more varied depth to the Phinney facade. The proposal provides a true curve at each residential inset while the code compliant is a shallow inset continuous with the bay geometry.</p> <p><i>See the circled geometry below for clarity.</i></p>

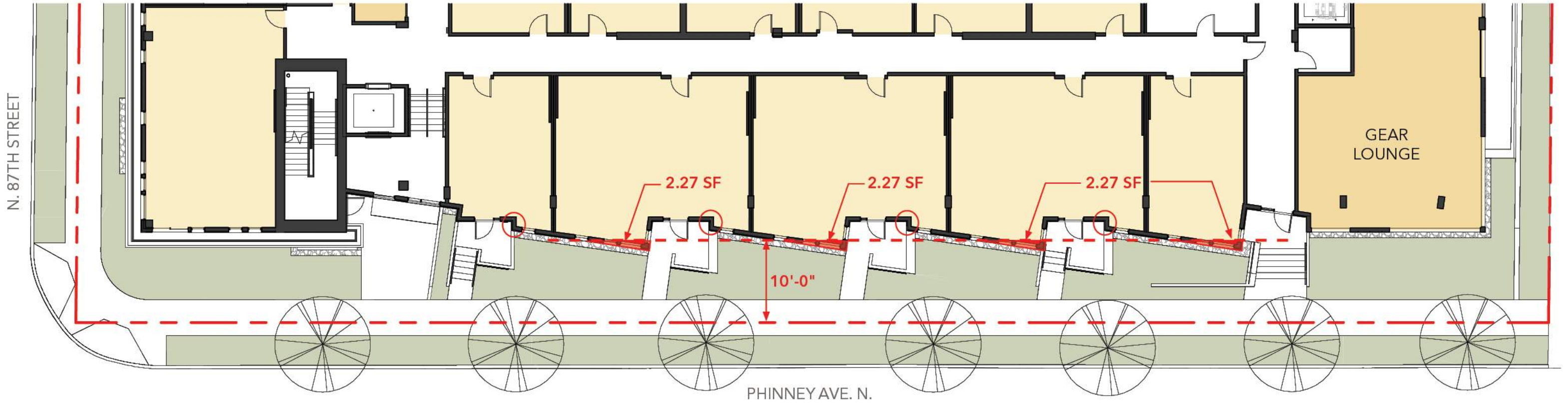
CODE COMPLIANT SCHEME



DEPARTURES

1. PHINNEY FLOOR AREA

LOCATIONS OF NON-COMPLIANT RESIDENTIAL FLOOR AREA



Partial Level 3 Floor Plan - Phinney Ave. N.



Phinney Ave. N. Elevation

DEPARTURES

2. GREENWOOD CURB CUT

DEPARTURE SYNOPSIS	DRB FEEDBACK FROM EDG #1	DRB FEEDBACK FROM EDG #2	APPLICANT RESPONSE
<p>CODE SECTION: 23.47A.032.A.2.a</p> <p>REQUIREMENTS: Parking Location and Access</p> <p>If access is not provided from an alley and the lot abuts two or more streets, access to parking shall be from a street that is not a principal pedestrian street.</p> <p>REQUESTED DEPARTURE: A departure is requested to move the existing southern-most curb cut north on Greenwood Ave. N to provide site access for parking, loading, and waste collection. This curb cut will serve a shared access drive between the south lot (phase i) and the north lot (phase ii.)</p> <p>PREVIOUS RATIONALE: The natural topography of the site prohibits loading truck access off Phinney or 87th Street. The grade along 87th (which ranges from ~8% to ~11%+) is also not conducive to loading truck entry and turn around. If a small grocer tenant is provided (as the neighborhood outreach process proved was extremely desirable) the required overhead loading clearance of 14' is best located at the same level as the retailer. If the loading and level 1 parking is accessed from 87th, the ramping that will be required to access the loading berth at the retail level will wipe out a significant portion of retail and parking, eliminating the functional abilities required to negotiate a lease with a grocer.</p> <p>Similarly, if the loading is accessed from Phinney, the project would lose a large portion of retail, residential, and parking due to the ramping required for a truck to descend 34' (vertical distance from the southwest corner of the site to proposed level 1 slab) to a Level 1 loading berth. This would eliminate the ability to provide a small grocery store. It also does not make sense to send retail traffic and loading down a narrow residential street.</p>	<p>Members of the Board were struck by the narrow width of N. 87th St. when they visited the site and (echoing public comment) agreed that the large volume of traffic created by this project could create congestion that may burden this small road.</p> <p>The Board considered the possibility that ‘sharing’ the vehicle traffic created by this project between two access points could be a better solution for the neighborhood. The Board heard from the applicant that the site to the north (also owned by this developer) would have a code-compliant curb cut on Greenwood for vehicle access and that the owner was prepared to create a shared-use easement with this project.</p> <p>Given the future curb cut on Greenwood to the north, the Board agreed that if they considered the two properties together, a single shared-use access point would be to the advantage of both sites by reducing the number of overall curb cuts on Greenwood.</p> <p>The Board agreed that they would need a better understanding of existing conditions and the proposed solution and asked that more complete drawings be provided for the next meeting (complete floor plans for the lowest floors, elevations and sections at N.87th St., etc.).</p> <p><i>Note: The project team met with SDCI and SDOT after the first EDG meeting. SDOT requested that the project team procure pedestrian and vehicular counts on Greenwood Ave. N. and N. 87th Street. SDOT also confirmed there are currently no plans to widen N. 87th Street despite the MHA upzone and the subsequent increased R.O.W. setback. A full Transportation Study was conducted for the project site.</i></p>	<p>The Board expressed preliminary support for a departure to allow vehicle access from Greenwood Avenue.</p> <p>a. The Board noted that its use for solid waste collection and loading would reduce pedestrian impacts, and that a single curb cut (shared with the parcel to the north) would be a better solution than two curb cuts. (DC1-B, PL2-I-i., DC1-C-4)</p> <p>b. The Board noted that there are a number of guidelines that would seem to argue against granting this departure, including walkability, reducing visual impacts (associated with parking and entrances), and minimizing conflict between vehicles and non-motorists.</p> <p>c. A number of Board members indicated that their support of this departure was for loading and solid waste collection only but expressed confusion as to whether its additional use for retail parking would fall under their purview.</p> <p>e. The Board noted the SDOT memo recommending against vehicle access from Greenwood and expressed concern about potential conflicts between vehicle traffic and pedestrians as well as potential impacts on proposed protected bike lane and outboard bus stop. (PL2, PL3)</p> <p>f. The Board noted that although low now, the volume of pedestrian and bicycle traffic on Greenwood would likely increase with future development. (PL4, DC1- B, PL2-I-i.)</p> <p>g. The Board agreed that the addition of supplemental right-of-way improvements at this location could mitigate some of these impacts and asked that complete details be included for the next meeting. (PL2, PL3)</p> <p>h. A majority of the Board agreed that an ideal solution would be a single limited-use curb cut on Greenwood (to service solid waste collection and commercial loading) and a single curb cut on 87th for all other uses. (DC1, DC2, PL2, PL3)</p>	<p>A code compliant scenario with no curb cut on Greenwood Ave. N. is included in this package. In this scenario, the grocer would be replaced with small retail (less than 10,000 SF) and no loading would be provided on site. Trash collection for the south site would be located in the Phinney Ave. R.O.W. Trash collection for the future development would be located in the Greenwood Ave. R.O.W.</p> <p>Without the departure, the site conditions will require the retail to be recessed 10’ from the sidewalk edge and elevated between 20” and 42” above the sidewalk, which will result in a less inviting and accessible retail on a critical component of the Greenwood street fabric. The departure will allow retail to meet the street edge and provide for accessible, inviting interactions with the pedestrian space consistent with PL3 and Town Center supplemental guidance. In addition, without the departure, the Project will require trash service to be staged in highly visible locations both on Phinney (for this phase) and Greenwood (phase two) so the departure better meets DC1-C4.</p> <p>The Applicant has worked with SDCI and SDOT to identify additional voluntary mitigation for the departure condition. If granted, the Applicant will construct a dedicated bike lane, widened sidewalk (by 5'), a landscaped planting strip, lean rails incorporated with the building architecture for the existing bus stop, improved paving patterns, and safety mitigating elements for the curb cut. <i>With the condition of these street improvements on Greenwood Ave. N. SDOT now supports the curb cut departure.</i> In addition, <i>Seattle Public Utilities supports the access easement for solid waste collection.</i> The Applicant will also enter into a voluntary covenant to a shared access agreement with the northern parcel to ensure that only one curbcut will be provided for access along Greenwood for both projects. Critically, these voluntary improvements will only be incorporated if the departure is granted.</p> <p>NOTE: IN THE ABSENCE OF A DEPARTURE GRANTED FOR THE CURB CUT FOR ALL TYPES OF VEHICLE ACCESS (CARS, LOADING AND TRASH), THE APPLICANT WILL PURSUE THE CODE COMPLIANT OPTION.</p>

DESIGN GUIDELINES ANALYSIS

CONTEXT AND SITE

GREENWOOD/PHINNEY SUPPLEMENTAL GUIDANCE:

Reinforcement of Commercial and Residential Development Patterns CS2-I-i-a:

"Build commercial development up to the sidewalk where possible."

Structure Orientation CS2-VI-i:

"Buildings should generally be built to the edge of sidewalks without setbacks so that ground floor uses are visible and accessible from the pedestrian circulation system."

The preferred version allows the retail storefront windows to be immediately adjacent to the sidewalk. In the code compliant version, the windows are set back 10' in addition to being raised approximately 20-42" above the sidewalk allowing for accessible entries to multiple small retail tenants. This condition results from the requirement to keep the level 1 slab at its existing elevation due to the nature of the site's Category I Peat Zone designation. The interiors of these retail spaces would hardly be visible to a pedestrian on the sidewalk due to these factors.

PUBLIC LIFE

Pedestrian Volumes PL1-B-2:

"Provide ample space for pedestrian flow and circulation, particularly in areas where there is already heavy pedestrian traffic or where the project is expected to add or attract pedestrians to the area."

The sidewalk will be widened by 5' as a part of the street improvements in the preferred scheme. The sidewalk width in the code compliant scheme will remain 16' wide while the preferred scheme sidewalk will be 21' wide.

Access for all PL2-A-1:

"Provide access for people of all abilities in a

manner that is fully integrated into the project design. Design entries and other primary access points such that all visitors can be greeted and welcomed through the front door."

The preferred version is more inclusive as all patrons enter at the same access point via a ramp or through the parking garage. In the code compliant option, due to the presence of peat and small retail requirements, people with accessibility needs will be forced to enter the retail plinth at the north end of the site which is a much less inclusive access condition.

Porous Edge PL3-C-1:

"Engage passersby with opportunities to interact visually with the building interior using glazing and transparency. Create multiple entries where possible and make a physical and visual connection between people on the sidewalk and retail activities in the building."

Visual pedestrian interactions will be highly limited in the code compliant scheme as the retail storefronts will be approx. 20-42" above sidewalk level and set back from the sidewalk ~10'.

Early Planning for Bicycles PL4-B-1

"Consider existing and future bicycle traffic to and through the site early in the process so that access and connections are integrated into the project along with other modes of travel."

The street improvements in the preferred scheme include a new protected bike lane that is raised at the bus stop.

Planning Ahead for Transit Influence on Project Design PL4-C-1.

Influence on project design: "Identify how a transit stop (planned or built) adjacent to or near the site may influence project design, provide opportunities for peacemaking."

On-site Transit Stops PL4-C-2.

"If a transit stop is located onsite, design project-related pedestrian improvements and amenities so that they complement any amenities provided for transit riders."

Special paving is proposed at the bus stop in the preferred option along with lean rails integrated into the architecture. The bike lane will be raised to sidewalk level at the bus stop for added separation between buses, cyclists and pedestrians. There will be no change to the bus stop in the code compliant option.

DESIGN CONCEPT

Access Location and Design DC1-B-1:

"Choose locations for vehicular access, service uses, and delivery areas that minimize contact between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists and drivers."

Service Uses DC1-C-4:

"Locate and design service entries, loading docks, and trash receptacles away from pedestrian areas or to a less visible portion of the site to reduce possible impacts of these facilities on building aesthetics and pedestrian circulation."

Street improvements and safety signage address these issues in the preferred scheme. Loading and trash collection will be on-site in the preferred scheme, therefore pedestrian conflicts will be minimized. When the north lot is developed, the driveway and curb cut serving that lot will be in the same location as the preferred option however, the sidewalk won't be wider and the protected bike lane will not exist. In the code compliant scheme trash staging and tenant move-in loading will occur in the Phinney Ave. N. ROW for the south lot and in the Greenwood Ave. N. ROW for the north lot. Neither of these options create a "safe and attractive" condition for pedestrians.

GREENWOOD/PHINNEY SUPPLEMENTAL GUIDANCE:

Storefronts DC1-I-i:

"Storefronts are encouraged to be located at the sidewalk edge, particularly in neighborhood commercial districts, and should be continuous minimizing blank walls."

The preferred version allows the retail storefront windows to be immediately adjacent to the sidewalk for reasons mentioned under "Context and Site."

GREENWOOD-PHINNEY "TOWN CENTER GUIDELINES"

The Town Center Specific Guidelines in the Greenwood-Phinney Design Guidelines list the following items as "especially important for development projects in the Greenwood Business Core, particularly those projects that are on lots greater than 1/4 acre and corner lots":

"Providing sidewalks along the street right-of-way that are at least 12' wide. Include street trees and plantings between the street and the main walkway to provide a buffer between pedestrians and vehicle traffic."

We will be widening the sidewalk 5' in the preferred plan. We will also be creating a planting buffer between the street and bike lane and the sidewalk in order to minimize cyclist/pedestrian interactions. Neither of these measures will be taken in the code compliant version.

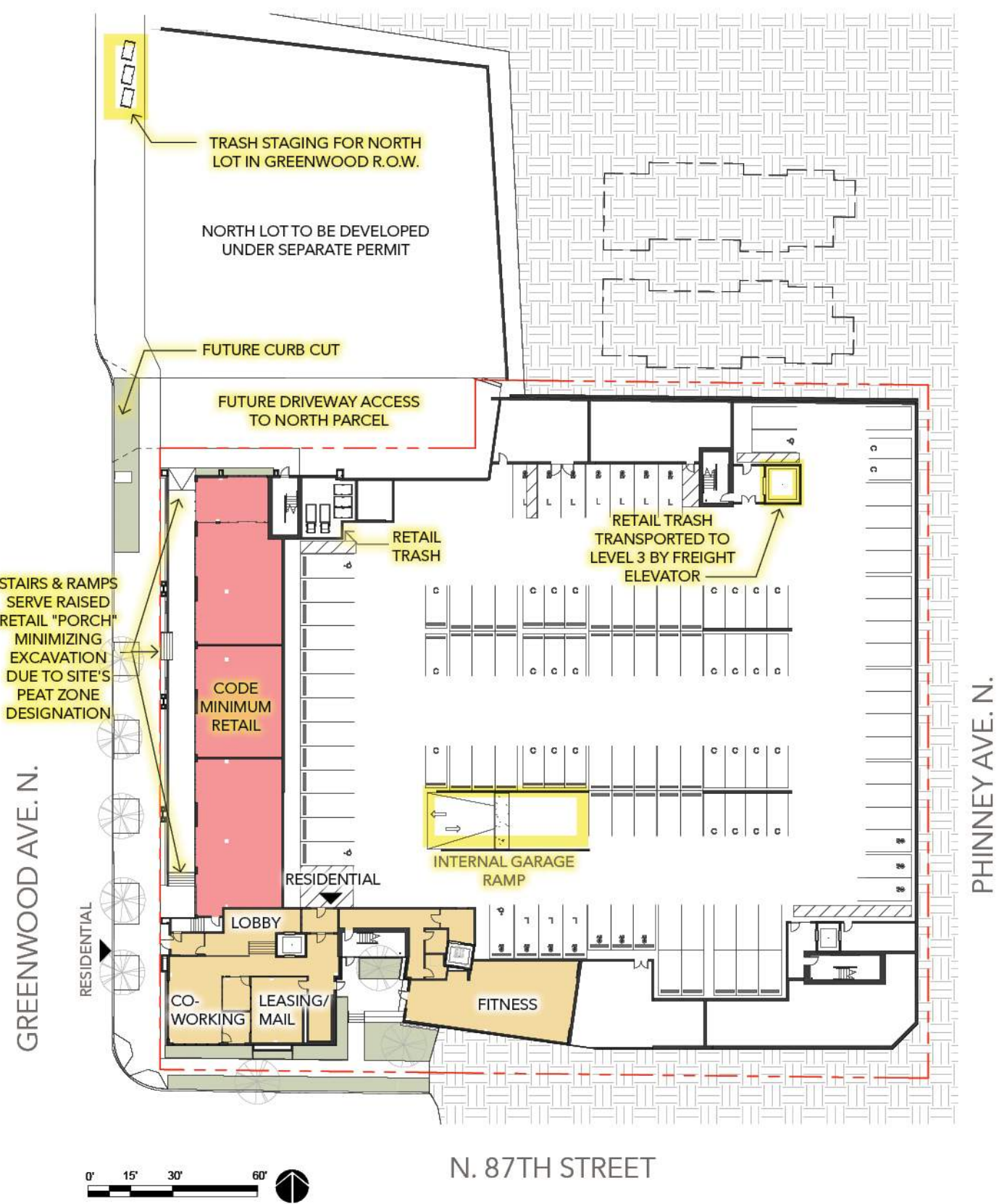
"Providing pedestrian-oriented facades ... generally featur(ing) window area and window displays, artwork or other amenities along the majority of the ground floor..."

The storefronts are pushed out all the way to the sidewalk only in the preferred option.

DEPARTURES
2. GREENWOOD CURB CUT



PROPOSED SCHEME -
LEVEL 1 PLAN

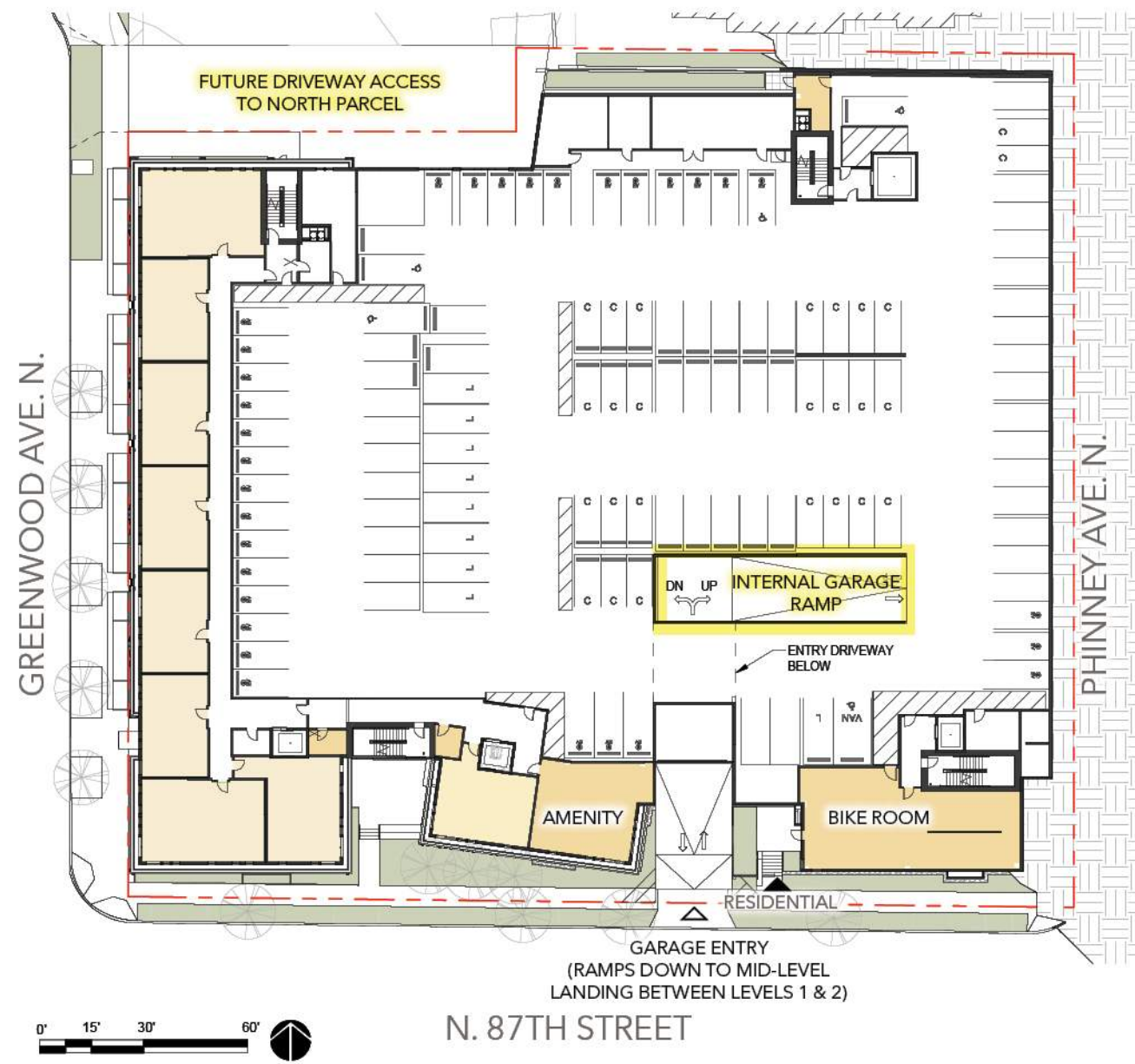


CODE COMPLIANT SCHEME -
LEVEL 1 PLAN

DEPARTURES
2. GREENWOOD CURB CUT



PROPOSED SCHEME -
LEVEL 2 PLAN

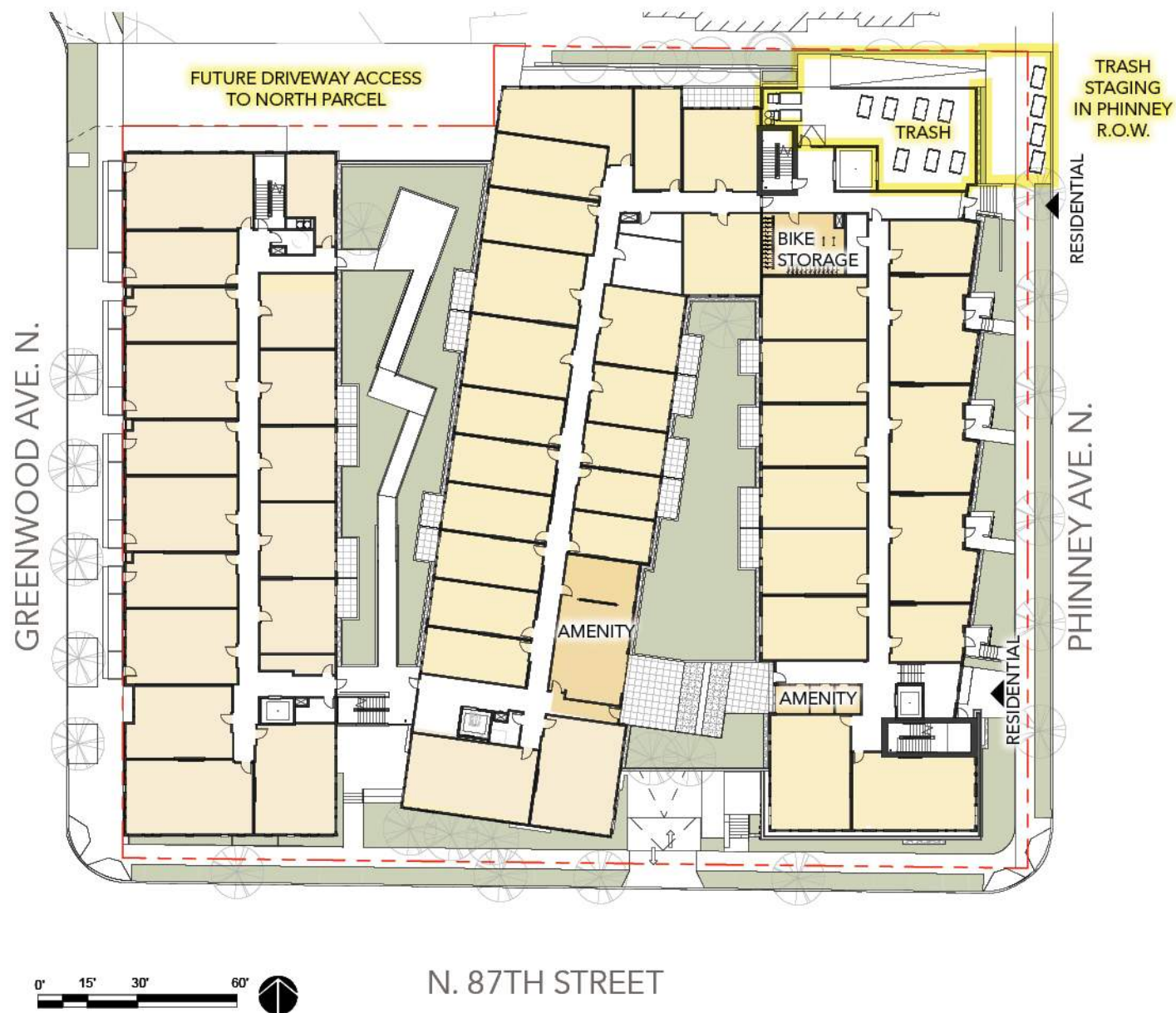


CODE COMPLIANT SCHEME -
LEVEL 2 PLAN

DEPARTURES
2. GREENWOOD CURB CUT



PROPOSED SCHEME -
LEVEL 3 PLAN



CODE COMPLIANT SCHEME -
LEVEL 3 PLAN

ENHANCED GREENWOOD STREET IMPROVEMENTS*

* The pictured street improvements on Greenwood Ave. N. are contingent on the passage of Departure No. 2.



1 Raised bike lane and bus stop



2 Special pavement scoring pattern at select locations along streetscape



3 Lush planting strips at curb



4 Permeable surfacing at tree wells



5 Bike lane dividers



6 Pedestrian safety signage

DEPARTURES
2. GREENWOOD CURB CUT

PROPOSED SCHEME



DEPARTURES
2. GREENWOOD CURB CUT

CODE COMPLIANT SCHEME



Curb Cut in same location as proposed (serving future phase)

Note: On street trash staging for future phase out of view to the North

DEPARTURES
2. GREENWOOD CURB CUT

PROPOSED SCHEME



DEPARTURES
2. GREENWOOD CURB CUT

CODE COMPLIANT SCHEME

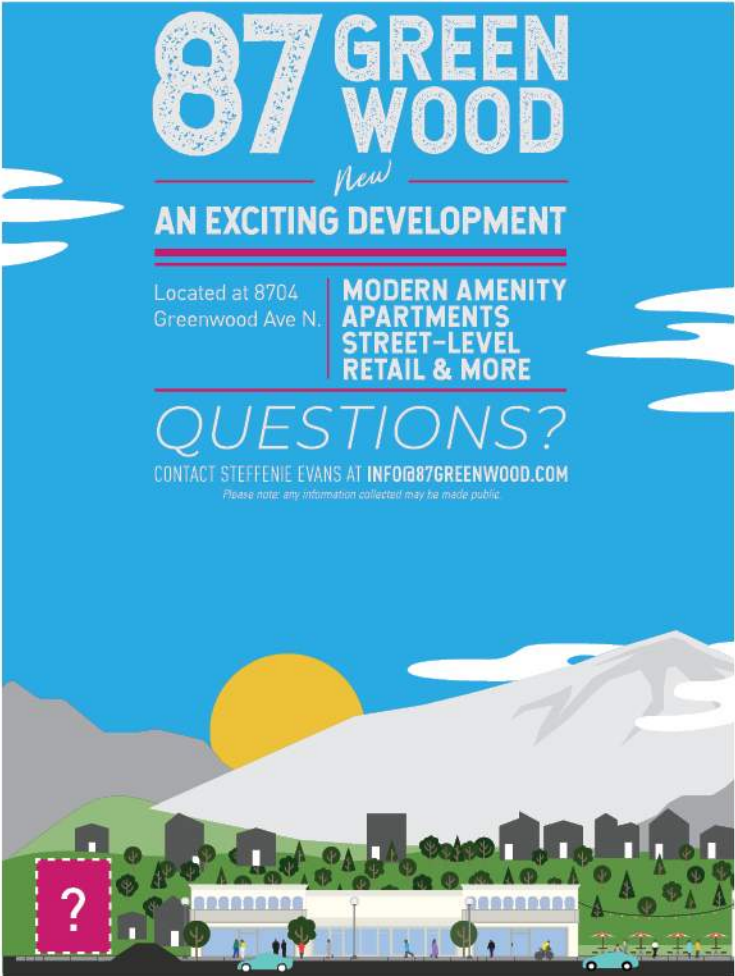


EDG RECAP

COMMUNITY FEEDBACK



FlintCreek Facade Analysis by Design Team



Community Outreach Poster

COMMUNITY OUTREACH

Online survey received 499 total responses. 99% of respondents live in the immediate area.

Q: What is your favorite building in Greenwood?

89 respondents mentioned the **FlintCreek building**.

Q: What is most important to you about a new building on this property?

255 respondents indicated **"New Services"** as the most important thing.

Q: What type of services would you like to see?

209 respondents indicated **"grocery."**

Q: What type of business is missing from Greenwood?

171 respondents indicated **"Grocery - Trader Joe's, market, PCC."**

Q: What is most important for designing the public areas?

281 respondents indicated **"Good for pedestrians"** as most important.

Q: What concerns do you have about the project?

The majority of respondents indicated their concern that it will make **"driving and parking more difficult."** (268)

Q: What is your favorite building in Greenwood?

"FlintCreek Cattle Co. I love how they took an old beautiful building and renovated into a incredible open gathering space."

"The block with Greenwood Space Travel Supply , unique businesses and **older architecture.**"

"Any building that houses businesses that **create community.**"

"The **vintage brick** ones with charm."

Additional Comments:

"It would be nice to combine grab-and-go meals with more of a **Trader Joe's or a similar format grocery store** ... Any option should be family-friendly, as there is no shortage of bars nearby."

"Groundwater concerns will be on the mind of anyone who went through the safeway redevelopment years ago."

" It's important that this new project provide **ample parking.**"

"Greenwood Market returns (Town & Country Markets) or Trader Joe's."

EDG 1 PUBLIC COMMENT

"N. 87th St. is already very congested, this new development will make it worse." (multiple comments)

"Would like to see the **street trees retained.**"

Written Comments:

"Requested that a mid-size grocery store be the retail tenant."

EDG 2 PUBLIC COMMENT

"Supported curb cut departure to allow a grocery store tenant."

"Requested that trash not be staged on Phinney Ave. N."

"Concerned regarding two curb cuts on **87th and the additional congestion** caused on a street that is already not big enough."

"Supported the provision of a grocery store on this site."

Written Comments:

"Supported minimizing vehicle traffic on 87th street."

PHINNEY NEIGHBORHOOD ASSN. LETTER AND SPU MEMO



Phinney Neighborhood Association 6532 Phinney Ave N, Seattle, WA 98103 | 206.783.2244 | phinneycenter.org

Joe Hurley
City of Seattle, SDCI – PRC
700 5th Avenue, Suite 2000
PO Box 34019
Seattle, WA 98124-4019

May 20, 2019

Dear Mr. Hurley,

This letter is to convey support for the community engagement and conceptual designs of the old Safeway store located at 8704 Greenwood Ave N. The property owner, Washington Holdings, has gone above and beyond the rules and spirit behind the Early Community Outreach for Design Review.

Over the past 8 months, Washington Holdings has taken the steps of not only meeting with our community members, but also engaging with local neighborhood organizations, responding to inquiries and concerns, and demonstrating that they are committed to building an asset for Greenwood that fits with our Design Guidelines and needs of our residents. Additionally, they have incurred the costs of beautifying the building with local mural artists, and opening the parking area to help bring commerce to local businesses and ease parking congestion.

The number one request of the community for the space – from hundreds of residents – is a grocery store to replace the void that was left when Safeway closed. We understand that Washington Holdings is very close to securing a grocer tenant, but has hit a snag with SDOT regarding a curb cut along Greenwood Ave N. This curb cut is necessary for grocery delivery, customer access, and trash pickup, none of which are possible elsewhere on the property due to the steep and narrow streets that run east to west along the perimeter.

While it is important to support bike lanes and bus stops, we believe they can all coexist in this area with some creative cooperation between Washington Holdings, SDOT, SDCI, and the City. This area of our business district has faced some challenging transition in the past year, and this project could serve as not only a benefit to our residents and a model of transit-corridor density, but also an anchor to the current small businesses and retailers on Greenwood Avenue.

Please consider working with Washington Holdings on a solution that works for everyone concerned, so they can move forward with this project.

Thank you,

Chris Maykut
Business Membership Coordinator

Phinney Neighborhood Association
6532 Phinney Ave N
Seattle, WA 98103
206.783.2244/chrism@phinneycenter.org



September 23, 2019

Bron Heintz
GGLO

Dear Bron,
Thank you for submitting to SPU the solid waste service plans for **8704 Greenwood Ave N.**, subject to review by the Seattle Department of Construction and Inspections (SDCI) as Permit **#3033218-EG**.

SPU Solid Waste approves the following solid waste service and access details:

270 Apartments + 13,000ft² Commercial

- The solid waste storage area exceeds code for size, at **1,475ft²**.
- 3yd or 4yd dumpsters with compacted materials will be staged on private property for the truck to service, with 24' OH clear provided.
- The truck turnaround will be in the adjacent retail parking garage. Services will take place at night.

RESIDENTIAL SERVICES

Garbage: 4, 3yd or 4yd dumpsters, compacted, serviced once per week or more as needed.
Recycle: 4, 3yd or 4yd dumpsters, compacted, serviced once per week or more as needed.
Food waste: 5, 96g carts or 1, 2yd or 3yd dumpster.

In addition, a 70-unit building planned to the North of this project will move dumpsters to this building for service:

- 3yd compacted containers will be brought to 8704 Greenwood Ave N. following the service plans stated above.

COMMERCIAL SERVICES – up to several times per week.

Garbage: 1, 4yd
Recycle: 1, 4yd
Food waste: 1, 2yd dumpster

Please work with the assigned SDCI zoning reviewer to adopt this plan. If the attached drawings differ from the Construction drawings, you will need to update your application to consistently reflect the proposal.

Sincerely,

Angela Wallis
Seattle Public Utilities
(206) 684-4166
angela.wallis@seattle.gov

700 Fifth Avenue | PO Box 34018 | Seattle, WA 98124-4018 | 206-684-3000 | seattle.gov/utilities

DEPARTURES

3. MAXIMUM WIDTH + DEPTH

DEPARTURE SYNOPSIS	DRB FEEDBACK FROM EDG #1	APPLICANT RESPONSE
<p>CODE SECTION: 23.47A.008.C.5 (from upzone draft ordinance)</p> <p>REQUIREMENTS: Maximum width and depth limits</p> <p>The maximum width and depth of a structure, or of a portion of a structure for which the limit is calculated separately according to subsection 23.47A.008.C.5.b, is 250 feet, except as otherwise provided in subsection 23.47A.008.C.5.c.</p> <p>For purposes of this subsection 23.47A.008.C.5, the width and depth limits shall be calculated separately for a portion of a structure if: 1) There are no connections allowing direct access, such as hallways, bridges, or elevated stairways, between that portion of a structure and other portions of a structure; or 2) The only connections between that portion of a structure and other portions of a structure are in stories, or portions of a stories, that are underground or extend no more than 4 feet above the sidewalk, measured at any point above the sidewalk elevation to the floor above the partially below-grade story, excluding access.</p> <p>REQUESTED DEPARTURE: A departure is requested for the length of the building adjacent to N. 87th Street.</p> <p>RATIONALE: The length of the building adjacent to N. 87th street is 263 feet long as designed. Although this is longer than 250' per the draft ordinance, we believe that the spacing of the three massing "bars" provides the intended visual relief from a pedestrian point of view that the language of the ordinance intends to achieve. The connection between the western-most and middle bar is achieved by means of a minimal exterior or glassy stair which creates a natural break in the length of the building at the southwest building connection. The connection between the eastern-most and middle massing bar is pulled back from 87th Street in order to provide an entry for the parking garage and a landscaped area. This move will provide visual relief to a pedestrian walking along 87th or looking up 87th from Greenwood Ave. The southern face of the northeast building connection above the courtyard level is approximately 175 feet from the southern face of the building which will make the building connection nearly indiscernible from a pedestrian's point of view, thus achieving the intent of the draft ordinance language.</p>	<p>The Board was receptive to this request but agreed that their recommendation would be conditioned (at a minimum) on the following:</p> <p>1) That the composition and programming of pedestrian-level areas at this edge to create a vibrant, dynamic, and lively condition that is well-connected to the street.</p> <p>2) That the scale-mitigating massing shifts of the upper volumes be clearly legible from pedestrian-level areas.</p>	<p>The 87th Street facade offers a "vibrant, dynamic, and lively condition that is well-connected to the street" and the breaks in massing are clearly legible at street level. The breaks in massing are programmed as the fitness terrace and the bike room terrace. The Level 2 garage entry is tucked under the Level 3 courtyard alongside the bike terrace.</p>
	<p>DRB FEEDBACK FROM EDG #2</p>	
	<p>The Board continued to be receptive to this request and agreed that their recommendation would be conditioned (at a minimum) on the following design based interventions (see guidance above):</p> <p>1) The composition and programming of pedestrian-level areas at this edge to create a vibrant, dynamic, and lively condition that is well-connected to the street.</p> <p>2) The scale-mitigating massing shifts of the upper volumes be clearly legible from pedestrian-level areas.</p>	

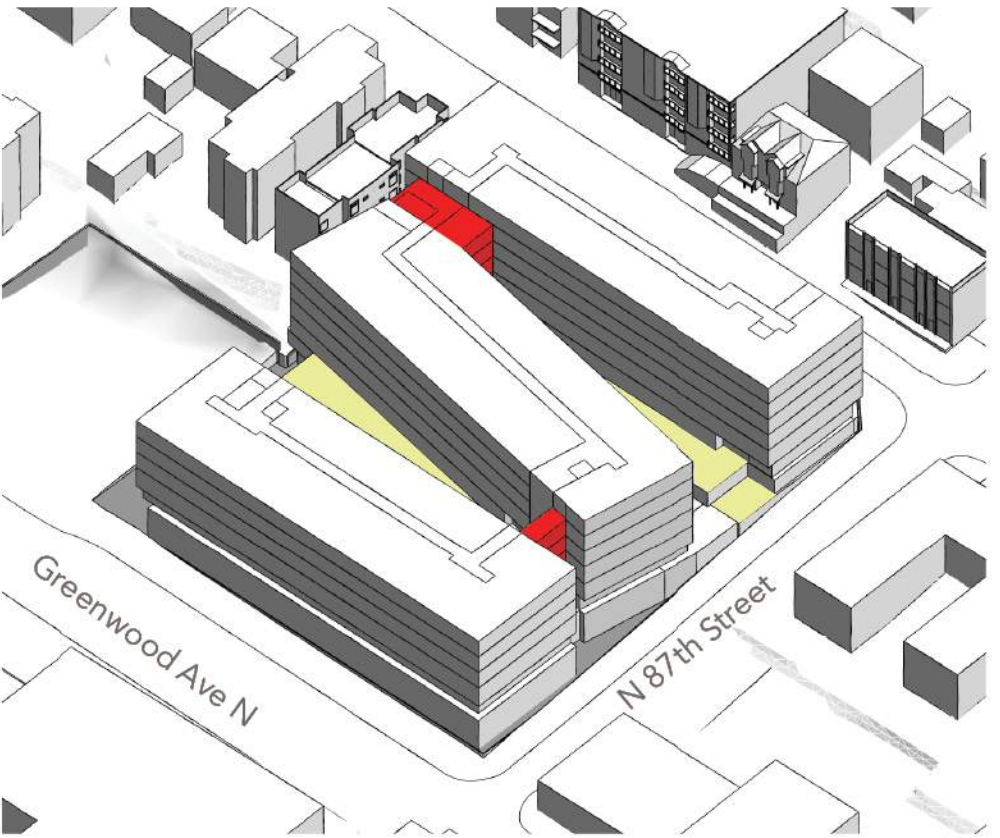
DEPARTURES

3. MAXIMUM WIDTH + DEPTH

GRAPHICS FOR DEPARTURE PRESENTED AT EDG #2

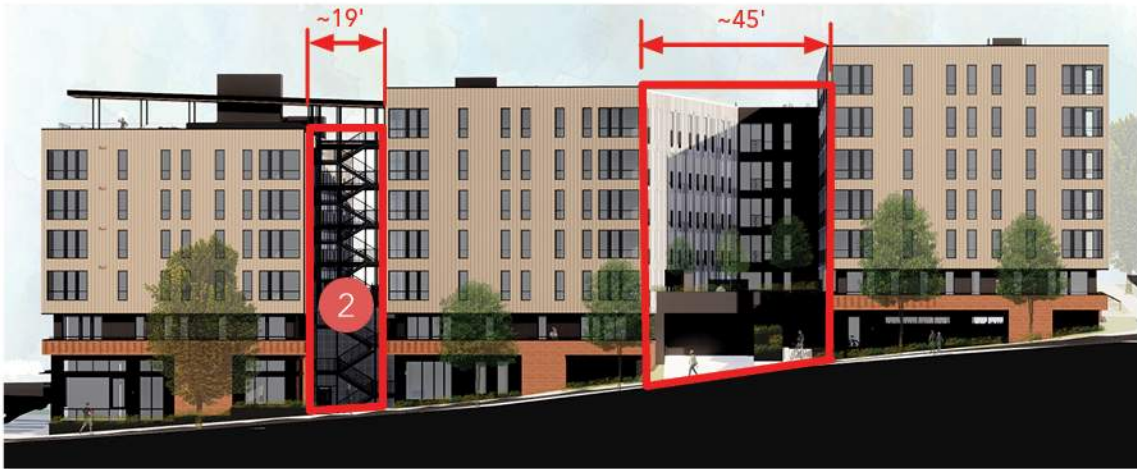


87th Street Facade

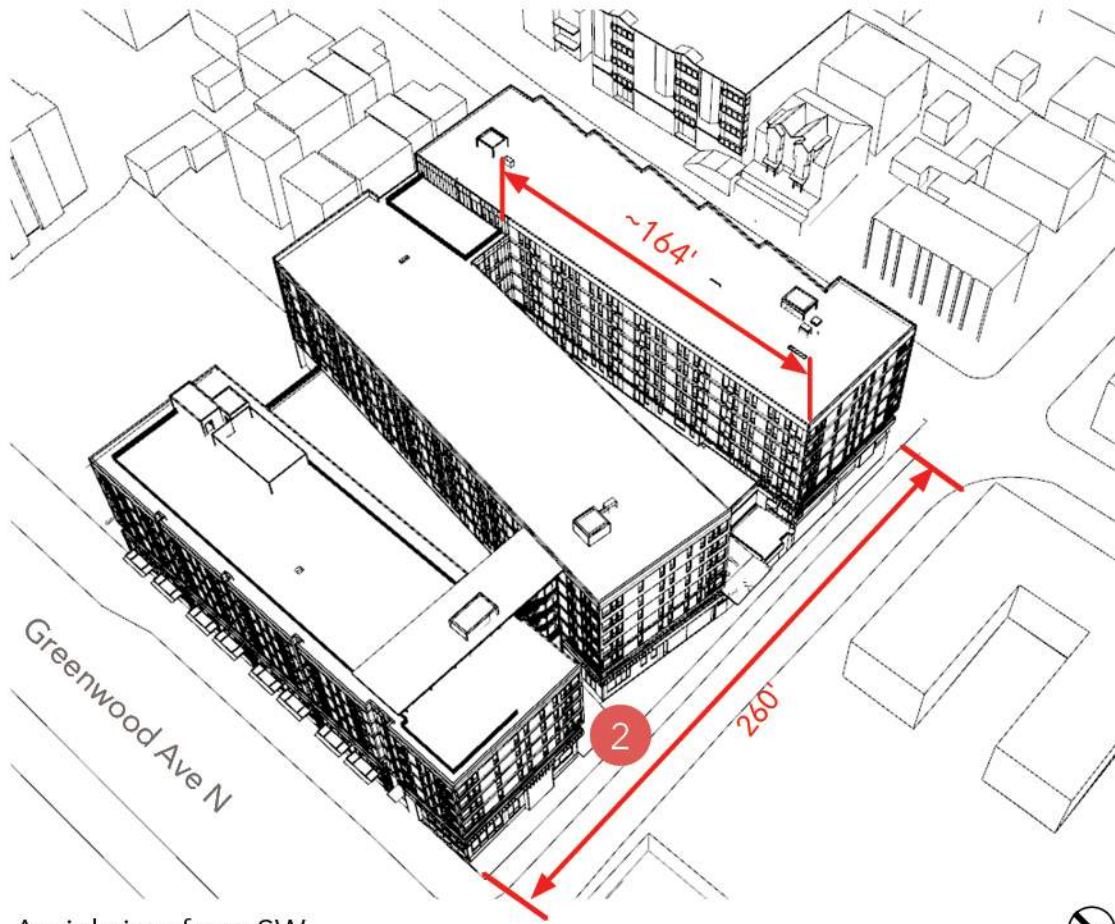


Aerial view from SW

CURRENT BUILDING DESIGN



87th Street Facade



Aerial view from SW

DRB FEEDBACK

1 The composition and programming of pedestrian-level areas at this edge should create a vibrant, dynamic, and lively condition that is well-connected to the street.

Response: Street-facing facades at N. 87th Street have been refined to respond to the DRB's comments, further activating the sidewalk by means of building entries, glazing and breaks in building massing offering visual relief.

2 The scale-mitigating massing shifts of the upper volumes should be clearly legible from pedestrian-level areas.

Response: The break in building massing at the southwest "connector" stair has been extended down to the sidewalk level further emphasizing the legibility of the three-bar massing scheme from a pedestrian's point of view.

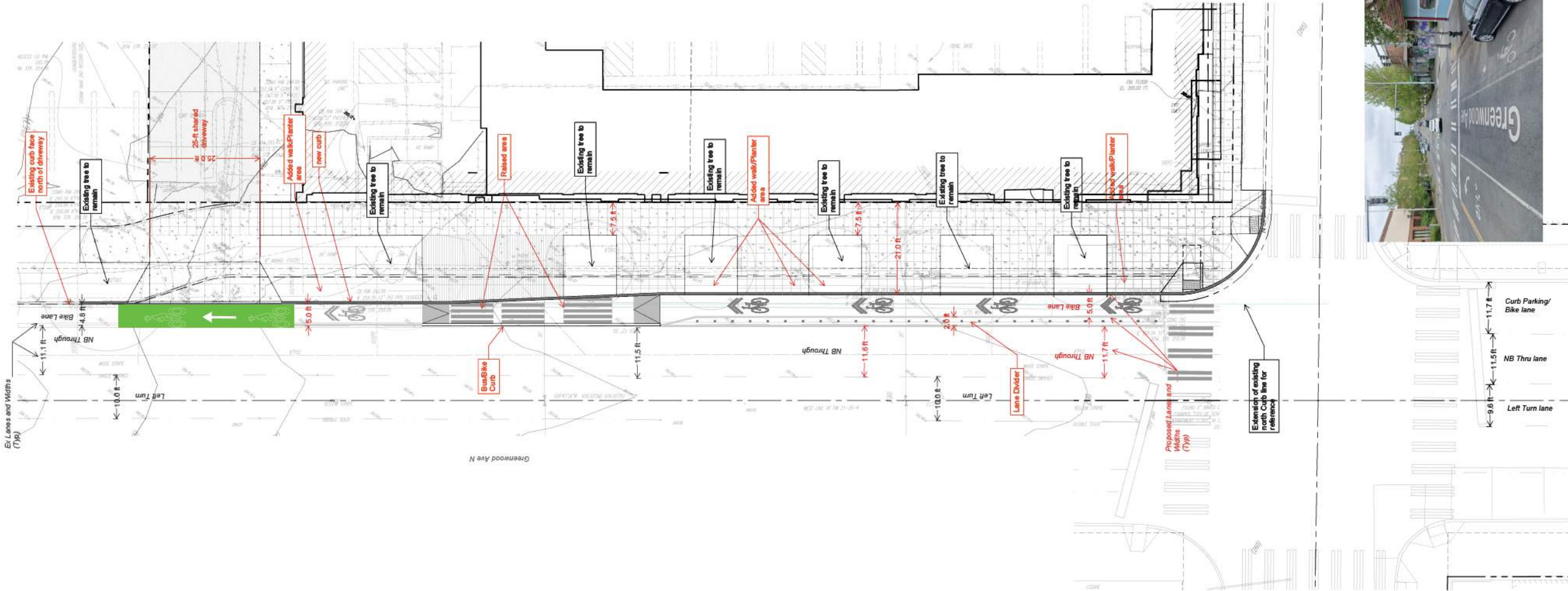


View of Residential Entry on N. 87th Street

APPENDIX

STREET IMPROVEMENT PLAN

SUBMITTED TO SDOT



WA Holdings
Greenwood
Mixed-Use
The Hemlock
10/7/19 KAW



ZONING SUMMARY

Parcel #: 643150-0015 (LBA in progress)

Lot Area: 82,845 SF

Zone: NC2P-65 (M1)

Overlays: Greenwood/Phinney Ridge Urban Village

Environmentally Critical Areas:

Steep Slope (40% average)

Peat Settlement-Prone Area

Salmon Watershed

Adjacent Zones:

NC2P-65 (M1) - South across 87th on Phinney Ave. N.

NC2P-55 (M) - West Across Greenwood Ave. N.

NC2P-75 (M) - South across 87th St. on both sides of Greenwood Ave. N

NC2-55 (M) - Lots to North on both sides of Greenwood Ave. N

LR3 (M) - East across Phinney Ave. N. and lots to north on Phinney Ave. N.

Street Classifications:

Greenwood Ave. N. - Primary Pedestrian

87th Street and Phinney Ave. N. - Non-designated Streets

23.47A.004 Permitted Uses:

All uses permitted outright or as a conditional use according to Table A for 23.47A.004.

Proposed Uses:

Multi-Family Residential with Retail Sales and Services on Greenwood Ave. N. and structured parking in lower two levels

23.47A.005 Street Level Uses:

Residential uses may occupy, in the aggregate, no more than 20 percent of the street-level street-facing facade in a pedestrian-designated zone, facing a principal pedestrian street. Along designated principal pedestrian streets, one or more of the uses provided in Section 23.47A.005.D are required along 80 percent of the street-level, street-facing facade in accordance with the standards provided in subsection 23.47A.008.C.

Response: Project will Comply.

23.47A.008 Street Level Development Standards:

Blank segments of the street-facing facade may not exceed 20 feet in width. The total of all blank facade segments may not exceed 40 percent of the width of the facade of the structure along the street.

Response: Project will Comply.

Street-level street-facing facades shall be located within 10 feet of the street lot line, unless wider sidewalks, plazas, or other approved landscaped or open spaces are provided.

Response: Project will Comply.

In structures with street-level non-residential uses, sixty percent of the street-facing facade shall be transparent. Non-residential uses shall extend an average depth of at least 30 feet and a minimum depth of 15 feet from the street-level street-facing facade. Non-residential uses at street level shall have a floor-to-floor height of at least 13 feet.

Response: Project will Comply.

Continuous overhead weather protection (i.e., canopies, awnings, marquees, and arcades) is required along at least 60 percent of the street frontage of a structure on a principal pedestrian street. For projections extending more than 6 feet from the structure, the lower edge of the weather protection shall be a minimum of 10 feet and a maximum of 15 feet above the sidewalk.

Response: Project will Comply.

The maximum width and depth of a structure, or of a portion of a structure for which the limit is calculated separately according to subsection 23.47A.008.C.5.b, is 250 feet.

Response: See Requested Departure for maximum building width/depth.

Where residential uses are located along a street-level street-facing facade, the following requirements apply unless exempted by subsection 23.47A.008.G: At least one of the street-level street-facing facades containing a residential use shall have a visually prominent pedestrian entry; and the floor of a dwelling unit located along the street-level street-facing facade shall be at least 4 feet above or 4 feet below sidewalk grade or be set back at least 10 feet from the sidewalk.

Response: See Requested Departure for floor level of street-level dwelling units.

23.47A.010 Maximum Size of Non-residential Uses:

Size limits, where specified in Table A of Section 23.47A.004, apply to the total size of a business establishment, except that if a business establishment includes more than one principal use, size limits apply separately to the size of each principal use within the business establishment.

Response: Project will Comply.

23.47A.012 Structure Height:

Base maximum height limit: 65'

On a lot containing a peat settlement-prone environmentally critical area, the height of a structure may exceed the otherwise applicable height limit and the other height allowances provided by this Section 23.47A.012 by up to 3 feet. In addition, 3 more feet of height may be allowed for any wall of a structure on a sloped lot, provided that on the uphill sides of the structure, the maximum elevation of the structure height shall be no greater than the height allowed by the first sentence of this subsection 23.47A.012.A.4.

Response: Project will Comply.

23.47A.013 Floor Area Ratio:

Total Permitted Maximum FAR (lots with a mix of uses): 4.5

Minimum FAR: 2

Response: Project will comply.

23.47A.014 Setbacks:

A setback is required where a lot abuts the intersection of a side lot line and front lot line of a lot in a residential zone or a lot that is zoned both commercial and residential if the commercial zoned portion of the abutting lot is less than 50 percent of the width or depth of the lot. The required setback forms a triangular area. Two sides of the triangle extend along the street lot line and side lot line 15 feet from the intersection of the residentially zoned lot's front lot line and the side lot line abutting the residentially zoned lot. The third side connects these two sides with a diagonal line across the commercially-zoned lot.

An upper-level setback is required along any rear or side lot line that abuts a lot in an LR, MR, or HR zone or that abuts a lot that is zoned both commercial and LR, MR, or HR if the commercial zoned portion of the abutting lot is less than 50 percent of the width or depth of the lot, as follows: Ten feet for portions of structures above 13 feet in height to a maximum of 65 feet.

Response: Project will Comply.

23.47A.016 Landscaping and Screening:

Landscaping is required to achieve a Green Factor score of 0.30 or greater.

Street trees are required as provided in Section 23.47A.016B.

Screening and landscaping is required according to Table C and D for 23.47A.016.

Parking garages occupying any portion of the street-level street-facing facade between 5 and 8 feet above sidewalk grade shall provide a 5-foot deep landscaped area along the street lot line, or screening by the exterior wall of the structure, or 6-foot high screening between the structure and the landscaped area.

Response: Project will Comply.

23.47A.024 Amenity Area:

Amenity areas are required in an amount equal to 5 percent of the total gross floor area in residential use, except as otherwise specifically provided in this Chapter 23.47A. Common amenity areas shall have a minimum horizontal dimension of 10 feet, and shall not be less than 250 square feet in size. Private balconies and decks shall have a minimum area of 60 square feet, and no horizontal dimension shall be less than 6 feet.

Response: Project will Comply.

23.47A.032 Parking Location and Access:

Access to parking shall be from an alley or a street that is not a principal pedestrian street. Parking shall not be located between a structure and a street lot line. Street-level structured parking shall be separated from street-facing facades by another permitted use.

Response: See Requested Departure for Access to Parking.

23.53.025 Access Easement Standards:

ZONING SUMMARY

CONTINUED

Vehicle Access Easements Serving Ten or more Residential Units shall be a minimum of 32 feet; The easement shall provide a surfaced roadway at least 24 feet wide; A turnaround shall be provided unless the easement extends from street to street; Curb cut width from the easement to the street shall be the minimum necessary for safety access; No single-family structure shall be located closer than 10 feet to an easement; One pedestrian walkway shall be provided, extending the length of the easement.

Response: Project will Comply.

23.54.015 Required Parking:

Minimum parking shall not be required for Residential and Non-residential uses, as the entire project site is located within an Urban Village within 1/4 mile of frequent transit service.

Response: The project is located in an Urban Village and a Frequent Transit Service Area.

23.54.030 Parking Space Standards:

All provided parking spaces shall meet the minimum and maximum size requirements and size mix provided in Section 23.54.030B.

For two way non-residential driveways the minimum width shall be 22 feet and the maximum width shall be 25 feet. Driveways shall conform to the 18 foot minimum turning path radius shown in Exhibit B for 23.54.030. No portion of a driveway, whether located on a lot or on a right-of-way, shall exceed a slope of 15 percent.

Response: Project will Comply.

23.54.035 Loading Berth Requirements and Space Standards:

The minimum number of off-street loading berths required for specific uses shall be set forth in Table A for Section 23.54.035

Response: Project will Comply.

23.54.040 Solid Waste and Recyclable Materials Storage and Access:

Storage space for solid waste and recyclable materials containers shall be provided as shown in Table A for Section 23.54.040.

Response: Project will Comply.